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THE UNITED STATES

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WITH AN
EXCURSION INTO MEXICO

HANDBOOK FOR TRAVELLERS

BY

KARL BAEDEKER

WITH 25 MAPS AND 35 PLANS

THIRD REVISED EDITION

LEIPZIG: KARL BAEDEKER, PUBLISHER
LONDON: DULAU AND CO., 37 SOHO SQUARE, W.
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1904

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NEW YORK, SCRIBNER & WELFORD, 743 & 745 BROADWAY.

1878

PREFACE.

The *Handbook to the United States*, undertaken in response to repeated requests from British and American tourists, is intended to help the traveller in planning his tour and disposing of his time to the best advantage and thus to enable him the more thoroughly to enjoy and appreciate the objects of interest he meets with. The writer is *Mr. J. F. Muirhead, M. A.*, who has had charge of the English editions of Baedeker's Handbooks for quarter of a century, and has personally visited the greater part of the districts described.

The vast extent and rapidly changing conditions of the United States make the production of a satisfactory guide-book a peculiarly difficult task; but for its improvement the Editor confidently and gratefully looks forward to a continuance of those valuable corrections and suggestions with which travellers have long been in the habit of favouring him. In view of the growing favour bestowed on the Handbook by native-born travellers, an attempt has been made in this edition to expand those sections which appeal rather to the American than to the foreign tourist, and to lay greater stress upon points interesting from their association with American history or literature.

In the preparation of the Handbook the Editor has received material aid from *Dr. Benjamin Ellis Martin* of New York, who visited the Southern States and California in the interests of the present edition, and from so many other friends in all parts of the United States, as to preclude an enumeration of their names. In particular he wishes to express his obligations to the superior officials of the leading Railway Companies, who have been, almost without exception, uniformly courteous and helpful; to many officials of the Federal and State Governments; to the keepers of the most important libraries, museums, and galleries of art; to the officials of the Appalachian Mountain Club; and to the professors of numerous universities and colleges.

It is hoped that the various monographs of the Introduction, though sometimes going beyond the recognized functions of a guidebook, will be found of material value to the tourist. Each has been written by an undoubted authority on the subject of which it treats; and their general aim is to enable the traveller who studies them to give an intelligent appreciation to the political, social, industrial, and physical

aspects of a great country that is much less accurately known by the average European than its importance warrants.

On the MAPS and PLANS the Editor has bestowed especial care; and it is believed that in this respect the Handbook is more completely equipped than any other publication of the kind relating to the United States. Such merit as they possess is largely due to the kind and efficient coöperation of *Mr. Henry Gannett*, Chief Topographer of the United States Geological Survey. Six new maps and eight new plans have been added to the present edition.

The POPULATIONS are those of the national census of 1900.

HOTELS. The Editor has endeavoured to enumerate not only the first-class hotels, but also the more deserving of the cheaper houses. The comfort of an American hotel is, however, much more likely to be in the direct ratio of its charges than is the case in Europe (comp. p. xxvi). Although changes frequently take place, and prices generally have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure. The value of the asterisks, which are used as marks of commendation, is relative only, signifying that the houses are good of their kind.

To hotel-proprietors, tradesmen, and others the Editor begs to intimate that a character for fair dealing and courtesy towards travellers is the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

Abbreviations.

R. = Room; B. = Breakfast; D. = Dinner; L. = Luncheon; Rfmts. = Refreshments. — N. = North, Northern, etc.; S. = South, etc.; E. = East, etc.; W. = West, etc. — M. = English (or American) Mile; ft. = Engl. foot; min. = minute; hr. = hour. — c., ca. = circa, about. — Ho. = House; Hot. = Hotel; Ave. = Avenue; St. = Street; R.R. = railroad; Ry. = Railway; Mt. = Mountain. — U. S. = United States.

The letter *d* with a date, after the name of a person, indicates the year of his death. — The number of feet given after the name of a place shows its height above the sea-level. — The number of miles placed before the principal places on railway-routes indicates their distance from the starting-point of the route.

ASTERISKS are used as marks of commendation.

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INTRODUCTION.

I. Money. Expenses. Passports. Custom House. Time.

Money. The currency of the United States is arranged on a decimal system, of which the dollar ($), divided into 100 cents (c.), is the unit. The *Gold* coins are the pieces of $1 (no longer minted), $2½, $5, $10, and $20. The *Silver* coins are the dollar, half-dollar, quarter dollar (= 1*s.*), and 'dime' (10 c.). The 5 c. piece or 'nickel' is made of *Nickel* (silver 5 c. pieces still occasionally seen), and there are *Bronze* pieces of 1 c. (½*d.*) and 2 c. (1*d.*). The 3 c. piece (nickel) is no longer coined. The U. S. *Paper Currency* consists of Gold Notes (of the denomination of $20, $50, $100, $500, $1000, $5000, and $10,000), United States Notes ('greenbacks'), U. S. Treasury Notes, and Silver Certificates. The last three are issued for $1, $2, $5, $10, $20, $50, $100, $500, and $1000. All are redeemable at par. The *National Bank Bills* (from $5 to $1000) are also universally current. Throughout nearly the whole of the country notes are much more common than coins for all sums of $1 and upwards; but on the Pacific Slope gold and silver are in almost exclusive use. For practical purposes the dollar may be reckoned as 4*s.* and $5 as 1*l.*; but the actual rate of exchange for 1*l.* is generally between $4.80 and $4.90 (or $1 = about 4*s.* 2*d.*).

The European visitor to the United States will find it convenient to carry his money in the form of letters of credit, or circular notes, which are readily procurable at the principal banks. Foreign money does not circulate in the United States, even the Canadian coins of exactly the same form and value as American coins being generally refused; but Bank of England notes are usually taken at their full value at the hotels of all the larger cities. — Post Office Orders (see p. xxix) are not convenient for strangers, as evidence of identity is generally required before payment, though this may be waived by the remitter, but the travellers' cheques issued by the American Express Company (see pp. xxix, 18) are cashed at sight in the same way as Post Office Orders in Great Britain and form a very satisfactory mode of paying one's way. The company has offices in London (3 Waterloo Place), Paris (11 Rue Scribe), Liverpool, Southampton, and other important towns of Europe. Most of the other large Express Companies (pp. xxix, 18) also issue Money Orders payable at sight (fee for $5, 5 c.; $10, 8 c.; $50, 20 c.).

Expenses. The expenses of a visit to the United States depend, of course, on the habits and tastes of the traveller, but are almost inevitably from one-fourth to one-third higher than those of European travel. The distances to be traversed are so great that railway-fares are sure to be absolutely, even when not relatively,

higher (comp. p. xxi); and comfortable hotels of the second or third class are comparatively rare. Persons of moderate requirements, however, by frequenting boarding-houses instead of hotels and avoiding carriage-hire as much as possible, may travel comfortably (exclusive of long continuous journeys) for \$ 5-7½ (20-30 *s.*) a day; but it would be safer to reckon on a daily expenditure of at least \$ 10 (2*l.*). An entire day (24 hrs.) spent on the train (*i.e.* a journey of 500-800 M.) costs, with Pullman car accommodation and meals, about \$ 20 (4*l.*). The cost of living varies considerably in different parts of the country; and New York, where most visitors land, is one of the most expensive cities in America. Comp. pp. xxvi, 10.

Passports, though not necessary in the United States, may be useful in procuring delivery of registered and poste restante letters.

Custom House. The custom-house examination of the luggage of travellers entering the United States is generally conducted courteously but often with considerable minuteness. Nothing is admitted free of duty except the personal effects of the traveller, and unusually liberal supplies of unworn clothing are apt to be regarded with considerable suspicion. Residents of the United States may not introduce free clothing or other personal effects purchased abroad of a greater total value than \$ 100. They may not bring in sealskin garments made abroad at all; and if they take such garments with them to other countries, they should 'register' them before starting with the U.S. Customs Collector at the port of departure. The traveller should be careful to 'declare' everything he has of a dutiable nature, as otherwise it is liable to summary confiscation (comp. p. xix). Not more than 50 cigars or 300 cigarettes may be passed free.

Time. For the convenience of railways and others a *Standard of Time* for the United States was agreed upon in 1883, and a system adopted by which the country was divided into four sections, each of 15° of longitude (1 hr.). *Eastern Time*, or that of the 75th Meridian, prevails from the Atlantic Coast to a line running through Detroit, Buffalo, Pittsburg, and Charleston. *Central Time* (of Meridian 90), 1 hr. slower, extends thence to a line running from Bismarck (N.D.) to the mouth of the Rio Grande. *Mountain Time* (105° lon.) extends to the W. borders of Idaho, Utah, and Arizona. *Pacific Time* (120°) covers the rest of the country. Thus noon at New York is 11 a.m. at Chicago, 10 a.m. at Denver, and 9 a.m. at San Francisco. True local or mean solar time may be anywhere from 1 min. to 30 min. ahead or behind the standard time. In some cases, where the local clocks keep true time and the railway clocks keep standard time, the results are confusing; but the new system is a vast improvement on the former multiplicity of standards, and railway time, except near the dividing lines, is now universally employed locally.

II. Voyage from Europe to the United States.

The chief routes from Europe to the United States are indicated in R. 1 (comp. also p. 8); and the steamers of any of the companies there mentioned afford comfortable accommodation and speedy transit. The fares vary considerably according to season and the character of the vessel; but the extremes for a saloon-passage may be placed at $50 (10*l.*) and $500 (100*l.*), the latter sum securing a suite of deck-rooms on the largest, finest, and quickest boats in the service. The average rate for a good stateroom in a good steamer may be reckoned at $75-125 (15-25*l.*). The intermediate or second cabin costs $30-65 (6-13*l.*), the steerage $15-20 (3-4*l.*). The slowest steamers, as a general rule, have the lowest fares; and for those who do not object to a prolongation of the voyage they often offer as much comfort as the 'ocean greyhounds.'

The average duration of the passage across the Atlantic is 6-9 days. Passengers should pack clothing and other necessaries for the voyage in small flat boxes (*not* portmanteaus), such as can lie easily in the cabin, as all bulky luggage is stowed away in the hold. Stateroom trunks should not exceed 3 ft. in length, 1½-2 ft. in breadth, and 15 inches in height. Trunks not wanted on board should be marked 'Hold' or 'Not Wanted', the others 'Cabin' or 'Wanted'. The steamship companies generally provide labels for this purpose. Dress for the voyage should be of a plain and serviceable description, and it is advisable, even in midsummer, to be provided with warm clothing. A deck-chair, which may be purchased or hired (4*s.*) before sailing, is a luxury that may almost be called a necessary. If bought, it should be distinctly marked with the owner's name or initials, and may be left in charge of the Steamship Co.'s agents until the return-journey. On going on board, the traveller should apply to the purser or chief steward for a seat at table, as the same seats are retained throughout the voyage. It is usual to give a fee of 10*s.* (2½ dollars) to the table-steward and to the stateroom-steward, and small gratuities are also expected by the boot-cleaner, the bath-steward, etc. The stateroom steward should not be 'tipped' until he has brought all the passenger's small baggage safely on to the landing-stage. The customary fees are, of course, much lower in the second cabin. — Landing at New York, see pp. 3, 7.

The custom-house officer usually boards vessels at the Quarantine Station (see p. 3) and furnishes blank forms on which the passengers 'declare' any dutiable articles they may have in their trunks. The luggage is examined in the covered hall adjoining the wharf, where it is arranged as far as possible in alphabetical order by the initials of the owners' names (comp. p. 7). After the examination the traveller may hire a carriage to take himself and his baggage to his destination, or he may send his trunks by a transfer-agent or express man (see p. xxii) and go himself on foot or by tramway. Telegraph messengers and representatives of hotels also meet the steamers.

III. Railways. Steamers. Coaches. Tramways.

Railways. The United States now contain about 210,000 M. of railway, or about two-fifths of the total mileage of the world. The lines are all in private hands, and the capital invested in them amounts to about $14,000,000,000 (2,800,000,000 *l.*). Nearly 50 corporations report over 1000 M. of track each, while the Pennsylvania Railroad System alone works fully 10,500 M. The total

number of employees is about 1,200,000. The railway mileage per 1 sq. M. of surface varies greatly in the different states. Illinois has about 11,000 M. of railway, Rhode Island about 220 M. In 1902 the number of passengers carried was 655,130,236 and the average distance travelled by each was about 30 M.

The equipments of American railways are, as is well known, very different from those of European railways, though the standard gauge (4 ft. 8½ in.) is the same. Instead of comparatively small coaches, divided into compartments holding 6-8 people each, the American railways have long cars (like an enlarged tramway-car), holding 60-70 pers., entered by doors at each end, and having a longitudinal passage down the middle, with the seats on each side of it. Each seat has room for two passengers. Local and short-distance trains, especially in the East, generally have one class of carriage only, but all long-distance trains are also furnished with drawing-room (parlor) cars by day and sleeping-cars at night, which accommodate about 24-30 people in the same space as the ordinary cars and are in every way much more comfortable. Second-class and emigrant carriages are also found on some long-distance trains and in parts of the South and West, but scarcely concern the tourist. Smoking is not permitted except in the cars ('Smokers') specially provided for the purpose and generally found at the forward end of the train. Smoking compartments are also usually found in the parlor-cars. The parlor and sleeping cars are generally the property of special corporations, of which the Pullman Company is the chief; but on a few railways they belong to the railway-company itself. The vexed question of whether the American or the European railway-carriage is the more comfortable is hard to decide. It may be said generally, however, that the small compartment system would never have done for the long journeys of America, while the parlor-cars certainly offer greater comfort in proportion to their expense than the European first-class carriages do. A *Limited Vestibuled Train*, such as that described at p. 342, comes measurably near the ideal of comfortable railway travelling, and reduces to a minimum the bodily discomfort and tedium of long railway-journeys. In comparing the ordinary American car with the second-class or the best third-class carriages of Europe, some travellers may be inclined to give the preference for short journeys to the latter. The seats in the American cars offer very limited room for two persons, and their backs are too low to afford any support to the head; a single crying infant or spoiled child annoys 60-70 persons instead of the few in one compartment; the passenger has little control over his window, as someone in the car is sure to object if he opens it; the window opens upward instead of downward; the continual opening and shutting of the doors, with the consequent draughts, are annoying; the incessant visitation of the train-boy, with his books, candy, and other articles for sale, renders a quiet nap almost impossible; while, in the event of an accident, there are only two exits for 60 people instead of six or eight. On the other hand the liberty of moving about the car, or, in fact, from end to end of the train, the toilette accommodation, and the amusement of watching one's fellow-passengers greatly mitigate the tedium of a long journey; while the publicity prevents any risk of the railway crimes sometimes perpetrated in the separate compartments of the European system. Rugs, as a rule, are not necessary, as the cars are apt to be over, rather than under, heated. Little accommodation is provided in the way of luggage-racks, so that travellers should reduce their hand-baggage to the smallest possible dimensions. — In the sleeping-car the passenger engages a *Half-Section*, consisting of a so-called 'double berth', which, however, is rarely used by more than one person. If desirous of more air and space, he may engage a whole *Section* (at double the rate of a half-section), but in many cases a passenger is not allowed to monopolize a whole section to the exclusion of those not otherwise able to find accommodation. Parties of 2-4 may secure *Drawing Rooms*, or private compartments. A lower berth is generally considered preferable to an upper

berth, as it is easier to get into and commands the window; but, by what seems a somewhat illiberal regulation of the sleeping-car companies, the upper berth is always let down, whether occupied or not, unless the whole section is paid for. So far nothing has been done towards reserving a special part of the car for ladies, except in the shape of a small toilette and dressing room. The Pullman agent at a terminal station may sometimes be unable to supply a lower berth, but the traveller may find it possible to exchange an upper for a lower berth at one of the larger stations *en route*. — The so-called *Tourist Cars*, now found on all the main transconti ental lines, may be described as second-class Pullman Cars (see p. xx), at about half the Pullman rates, and may be recommended to those who wish to economize. They are, however, apt to contain too many noisy children; and the facilities afforded for light cooking are not appreciated by those who do not make use of them. Passengers by these cars may take their meals in the dining-cars (see below). — *Dining Cars* are often attached to long-distance trains, and the meals and service upon them are generally better than those of the railway-restaurants. The charge for a meal is usually $1, sometimes 75 c. In the instances where the *à la carte* system is in vogue, the prices are comparatively high; and this is also true of refreshments furnished from the buffets of sleeping or parlor cars. — Tickets are collected on the train by the *Conductor* (guard), who sometimes gives counter-checks in exchange for them. Separate tickets are issued for the seats in parlor-cars and the berths in sleeping-cars; and such cars generally have special conductors. Fees are never given except to the coloured *Porters* of the parlor-cars, who brush the traveller's clothes and (on overnight journeys) boots and expect about 25 c. a day. In America the traveller is left to rely upon his own common sense still more freely than in England, and no attempt is made to take care of him in the patriarchal fashion of Continental railways. He should, therefore, be careful to see that he is in his proper car, etc. The conductor calls 'all aboard', when the train is about to start, but on many lines no warning bell is rung. The names of the places passed are often not shown distinctly (sometimes not at all) at the stations, and the brakeman or trainman, whose duty it is to announce each station as the train reaches it, is apt to be entirely unintelligible. A special word of caution may be given as to the frequent necessity for crossing the tracks, as the rails are often flush with the floor of the station and foot-bridges or tunnels are rarely provided. Each locomotive carries a large bell, which is tolled as it approaches stations or level ('grade') crossings. — With the exception of the main line trains in the Eastern States (some of which rank among the fastest in the world), the speed of American trains is, perhaps, generally lower than that of English trains; and over a large portion of the South and West it does not exceed 20-25 M. per hour even for through-trains.

Fares vary so much in different parts of the country, that it is difficult to state an average. Perhaps 3 c. (1½ *d.*) per mile will be found nearly correct on the whole, though in E. states the rate is frequently lower, especially for season, 'commutation' (good for so many trips), or mileage tickets, while in the S. and W. 3 c. is sometimes exceeded. The extra rate for the palace-cars (½-1 c. per mile) is low as compared with the difference between the first and third class fares in England, and the extra comfort afforded is very great. Return-tickets ('excursion' or 'round trip' tickets) are usually issued at considerable reductions (comp. also p. xxvi). The 1000 M. Tickets, from which the conductor collects coupons representing the number of miles travelled, is a convenient arrangement. A distinction is frequently made between 'Limited' and 'Unlimited' tickets, the former and cheaper admitting of continuous passage only, without 'stopovers'; and the latter being available until used and admitting of 'stopovers' at any place on the route. Tickets may sometimes be obtained at lower than the regulation rates at the offices of the so-called 'Scalpers', found in all large towns; but the stranger should hardly attempt to deal with them unless aided by a friendly expert. In some states their business is illegal. Railway-fares change more frequently in the United States than in Europe, so that the continued accuracy of those given throughout the Handbook

cannot be guaranteed. — At the larger railway-stations the place of the first, second, and third class waiting-rooms of Europe is taken by a *Ladies' Room*, to which men are also generally admitted if not smoking, and a *Men's Room*, in which smoking is often permitted.

Among the American *Railway Terms* with which the traveller should be familiar (in addition to those already incidentally mentioned) are the following. *Railroad* is generally used instead of railway (the latter term being more often applied to street-railways, *i.e.* tramways), while the word 'Road' alone is often used to mean railroad. The carriages are called *Cars*. The *Conductor* is aided by *Trainmen* or *Brakemen*, whose duties include attention to the heating and lighting of the cars. A slow train is called an *Accommodation* or *Way Train*. The *Ticket Office* is never called booking-office. *Coupon Tickets* are tickets for long journeys, usually over the lines of different corporations, consisting of two or more detachable coupons for the intermediate stages. Luggage is *Baggage*, and is expedited through the *Baggage Master* (see below). *Depot* is very commonly used instead of station, and in many places the latter word, when used alone, means police-station. A season-ticket holder is known as a *Commuter*. Other terms in common use are: *turn-out* = siding; *bumper* = buffer; *box-car* = closed goods car; *freight-train* = goods train; *caboose* = guard's van (of goods train); *cars* = train; *to pull out* = to start; *way station* = small, wayside station; *cow-catcher* = fender in front of engine; *switch* = shunt; *switches* = points.

The railway-system of the United States is so vast that it is impracticable to produce such complete *Railway Guides* as those of European countries. The fullest is *The Official Guide of the Railways and Steam Navigation Lines in the United States, Porto Rico, Canada, Mexico, and Cuba*, a bulky volume of 1100-1200 pp., published monthly at New York (75 c.). The *Traveller's Railway Guide, Eastern Section*, and *Western Section*, issued monthly at New York and Chicago (each 25 c.), are pocket editions of the Official Guide. Local collections of time-tables are everywhere procurable, and those of each railway-company may be obtained gratis at the ticket-offices and in hotels. All the more important railway-companies publish a mass of 'folders' and descriptive pamphlets, which are distributed gratis and give a great deal of information about the country traversed. These are often very skilfully prepared and well illustrated.

Luggage. Each passenger on an American railway is generally entitled to 150 lbs. of luggage ('baggage') free; but overweight, unless exorbitant, is not always charged for. The so-called *Check System* makes the management of luggage very simple. On arrival at the station the traveller shows his railway-ticket and hands over his impedimenta to the *Baggage Master*, who fastens a small numbered tag, made of brass or cardboard, to each article and gives the passenger brass or cardboard 'checks' with corresponding numbers. The railway-company then becomes responsible for the luggage and holds it until reclaimed at the passenger's destination by the presentation of the duplicate check. As the train approaches the larger cities, a *Transfer Agent* usually walks through the cars, undertaking the delivery of luggage and giving receipts in exchange for the checks. The charge for this is usually at least 25 c. per package, and it is thus more economical (though a composition may sometimes be effected for a number of articles) to have one large trunk instead of two or three smaller ones. The hotel-porters who meet the train will also take the traveller's checks and see that his baggage is delivered at the hotel. In starting, the trunks may be sent to the railway-station in the same way, either through a transfer agent or the hotel-porter; and if the traveller already has his railway-ticket they may often be checked through from the house or hotel to his destination, even though that be at the other side of the continent, 3000 M. away. Baggage, unaccompanied by its owner, may be sent to any part of the country by the *Express Companies* (comp. p. 18), which charge in proportion to weight and distance. The drawbacks to the transfer system are that the baggage must usually be ready to be called for before the traveller himself requires to start, and that sometimes (especially in New York) a little delay may take place in its delivery;

but this may, of course, be avoided by the more expensive plan of using a carriage between the house and railway-station.

Steamers. Some of the American steamers, such as the Fall River and Hudson boats (pp. 87, 186), offer comforts and luxuries such as are scarcely known in Europe, and their fares are usually moderate. Where the fare does not include a separate stateroom, the traveller by night will find the extra expenditure for one ($ 1-2) more than compensated. Meals are sometimes included in the fare and are sometimes served either *à la carte* or at a fixed price. Throughout the Handbook the traveller will find indicated the routes on which he may advantageously prefer the steamer to the railway.

Coaches, usually called *Stages*, and in some country-places *Barges*, have now been replaced by railways throughout nearly the whole of the United States, but in places like the Yosemite (p. 574), the Yellowstone (p. 479), etc., the traveller is still dependent on this mode of conveyance. The roads are generally so bad, that the delights of coaching as known in England are for the most part conspicuously absent. The speed seldom exceeds 6 M. an hour and is sometimes less than this. The fares are relatively high.

Carriages. Carriage-hire is very high in the United States in spite of the fact that both the price of horses and their keep are usually lower than in England. Fares vary so much that it is impossible to give any general approximation, but they are rarely less than twice as high as in Europe. When the traveller drives himself in a 'buggy' or other small carriage, the rates are relatively much lower.

Electric Tramways. The enormous increase in the number of *Electric Tramways*, *Light Railways*, or '*Trolley Lines*' has been one of the most striking features of the transportation system of the United States in the past few years. There are now about 22,000 M. of electric track and 60,000 cars, employing 1,000.000 men and carrying 5,000,000,000 passengers yearly.

Not only do nearly all the cities of the United States possess excellent systems of electric tramways, which enable the tourist to visit the points of interest, urban and suburban, at a minimum expenditure of time and money; but the network of lines extends all over the country, often offering journey of 100 M. or more at a very moderate cost. It is *(e.g.)* practicable to go from one end of New England to the other in a successive series of such tramways; and this way of travelling offers many advantages to the tourist who wishes to become as intimately acquainted as possible with the country he traverses. Some of these trolley-lines attain a speed of 15-20 M. per hour.

IV. Plan of Tour.

The plan of tour must depend entirely on the traveller's taste and the time he has at his disposal. It is manifestly impossible to cover more than a limited section of so vast a territory in an ordinary travelling season; but the enormous distances are practically much diminished by the comfortable arrangements for travelling at night (comp. p. xx). Among the grandest natural features of the country,

one or other of which should certainly be visited if in any wise practicable, are Niagara Falls (R. 29), the Yellowstone Park (R. 84), the Yosemite Valley (R. 101), Alaska (R. 105), and the Grand Cañon of the Colorado (p. 522). Along with these may be mentioned the cañons, mountains, and fantastic rocks of Colorado (RR. 92, 94), the grand isolated snow-covered volcanic cones of the Pacific coast (pp. 478, 505, 583, etc.), the Mammoth Cave of Kentucky (p. 398), the Cavern of Luray (p. 429), the Natural Bridge of Virginia (p. 430), and the Shoshone Falls (p. 504). Among the most easily accessible regions of fine scenery are the Adirondacks (R. 25), the White Mts. (R. 16), the Catskills (R. 24), Mt. Desert (R. 11), the Hudson (R. 21), and the Delaware Water Gap (p. 243). Visitors to the S., besides the climate and vegetation, will find much to repay them, especially in such quaint old cities as New Orleans (R. 81). California (RR. 95-103) abounds in objects of interest and beauty. The trip into Mexico (RR. 106-110) is well worth the making. Travellers who make the trip to the Pacific Coast and back will do well so to plan their journey as to include the wonderful scenery of the Denver & Rio Grande Railroad (R. 94), as well as a trip into the Yellowstone Park, while the W. part of the Canadian Pacific Railway, between Vancouver and Banff (about 600 M.; see *Baedeker's Canada*), offers the grandest railway scenery in North America. Most of the larger cities have their own special points of interest, and a visit to the national capital (p. 309) should by all means be made.

Where the territory included is so vast and the possible combinations of tours so endless, it may seem almost useless to attempt to draw up any specimen tours. The following, however, though not intrinsically better than hundreds of others, may serve to give the traveller some idea of the distances to be traversed and of the average expenses of locomotion. It is, perhaps, needless to say that the traveller will enjoy himself better if he content himself with a less rapid rate of progress than that here indicated. A daily outlay of $10-12 will probably cover all the regular travelling expenses, on the under-noted tours; and this rate may be much diminished by longer halts.

a. A Week from New York.

(Railway Expenses about $40.)

	Days
New York to *Albany* by steamer (R. 21a)	1
Albany to *Buffalo* and *Niagara Falls* (RR. 28, 29)	1½
Niagara Falls to *Toronto* (see *Baedeker's Canada*)	½
Toronto to *Montreal* by Lake Ontario and the St. Lawrence (R. 30)	1½
Montreal to *Boston* (RR. 15, 5)	2
Boston to *New York* (R. 4)	½
	7

Visits to the *Catskills* (R. 24), *Adirondacks* (R. 25), and *White Mts.* (R. 16) may easily be combined with the above tour. Or we may go from Montreal to *Quebec* (see *Baedeker's Canada*; ½ day) and thence to *Portland* (RR. 14, 9) or to Boston direct (R. 15).

b. A Week from New York.

(With use of night-trains; fares about $50.)

New York by Fall River Line to *Boston* (RR. 4c, 5)	1
From Boston by night-train (13½ hrs.) to Buffalo (RR. 4, 28)	½
Buffalo and *Niagara Falls* (RR. 28, 29)	½

	Days
From Buffalo by night train (13 hrs.) to Chicago (R. 46)	1/2
Chicago (R. 48)	1/2
Chicago to *Washington* and at Washington (RR. 47g, 43)	3
Washington to *Philadelphia* and at Philadelphia (RR. 42, 32)	1/2
Philadelphia to *New York* (R. 31) by evening train	1/2
	7

c. A Fortnight from New York.
(Railway Fares about $ 60.)

New York to *Niagara Falls* as above (RR. 21, 28, 29)	2 1/2
Niagara Falls to *Chicago* (R. 46)	1
Chicago (R. 48)	3
Chicago to *Washington* and at Washington (RR. 45, 43)	4
Washington to *Baltimore* (RR. 42, 41)	1
Baltimore to *Philadelphia* (R. 40)	1/2
Philadelphia, and back to *New York* (RR. 32, 31)	2
	14

d. Three Weeks from New York.
(Railway Fares about $ 120.)

New York to *Chicago* as above (RR. 21, 28, 29, 46)	6 1/2
Chicago to *St. Louis* (RR. 55, 60)	1 1/2
St. Louis to *New Orleans* (RR. 63, 81)	2
New Orleans to *Jacksonville* (RR. 80, 75)	2
Jacksonville to *St. Augustine* (R. 76)	1
St. Augustine to *Richmond* (RR. 75a, 65)	1 1/2
Richmond to *Washington* (R. 65)	1/2
Washington, and back to *New York* as above (RR. 43, 42, 41, 32, 31)	5
	20

e. Six Weeks from New York.
(Railway Fares $ 300-350.)

New York to *Chicago* as above (RR. 21, 28, 29, 46)	6 1/2
Chicago to *St. Paul* and *Minneapolis* (RR. 50, 51)	2
St. Paul to *Livingston* (R. 89)	1 1/2
Yellowstone Park (R. 84)	6
Livingston to *Portland* (R. 83, 102)	2
Portland to *San Francisco* (R. 102)	1 1/2
San Francisco, with excursions to *Monterey*, etc. (RR. 95, 96)	5
San Francisco to the *Yosemite* and back (RR. 97, 101)	4
San Francisco to *Salt Lake City* (RR. 87, 94)	3
Salt Lake City to *Denver* viâ the *Marshall Pass*, with excursions from *Colorado Springs* to *Manitou*, etc. (RR. 94, 92)	5 1/2
Denver to *St. Louis* (RR. 90, 61)	2 1/2
St. Louis to *New York* (R. 59)	1 1/2
	41

f. Two Months from New York.
(Railway Fares $ 350-400.)

To *San Francisco* as above (RR. 21, 28, 29, 46, 50, 51, 83, 84, 102, 95, 96)	24 1/2
San Francisco to the *Yosemite* (RR. 97, 101)	3 1/2
Yosemite to *Los Angeles* (*Pasadena*, etc.; RR. 97, 98, 99)	3 1/2
Los Angeles viâ *Barstow* and *Williams* to the *Grand Cañon of the Colorado* (RR. 99, 92b)	3
Williams to *Colorado Springs* (*Manitou*, etc.), with excursion to *Marshall Pass* from *Pueblo* (RR. 92b, 94)	5
Colorado Springs to *Denver* (RR. 93, 92a)	1
Excursions from Denver (R. 92a)	3
Denver to *Kansas City* and *St. Louis* (R. 90)	2 1/2
St. Louis to *Cincinnati* (R. 58d)	1 1/2
Cincinnati to *Washington* (R. 57d)	1
Washington, and thence to *New York* as in R. b (RR. 43, 42, 41, 40, 32, 31)	6 1/2
	55

The following table of the distances from New York of a few important points, together with the present railway fares and approximate duration of the journey, may not be without interest. The fares are for first-class, 'limited' tickets, but do not include sleeping-car rates.

San Francisco: distance 3300-3500 M.; fare $ 69-92; time of transit 4½-5½ days. — *Chicago:* 912-1048 M.; $ 17-20; 24-36 hrs. — *New Orleans:* 1370 M.; $ 31-34; 40-46 hrs. — *Jacksonville* (Florida): 998-1044 M.; $ 26-29; 25-36 hrs. — *Cincinnati:* 760 M.; $ 15-18; 22-26 hrs. — *St. Louis:* 1061-1170 M.; $ 21-27; 30-35 hrs. — *St. Paul:* 1331 M.; $ 28-32; 37 hrs. — *Denver:* 1940-2130 M.; $ 46-49; 2¼-3 days. — *Kansas City:* 1335-1510 M.; $ 29-32; 40-48 hrs. — *Montreal:* 380-450 M.; $ 10.65; 13-15 hrs. — *Philadelphia:* 90 M.; $ 2½; 2-2½ hrs. — *Washington:* 228 M.; $ 6½; 5-6½ hrs. — *Boston:* 215-230 M.; $ 5; 5-6 hrs. — *Richmond:* 345 M.; $ 8-10; 10½-12 hrs. — *Salt Lake City:* 2475-2850 M.; $ 58-62; 3-4 days. — *Los Angeles:* 3150-3750 M.; $ 79-92; 4½-5½ days. — *Niagara Falls:* 460 M.; $ 8-9¼; 9-12 hrs.

Excursion Agents. Travellers may sometimes find it advantageous to avail themselves of the facilities for tours in the United States offered by the *Raymond & Whitcomb Co.* (306 Washington St., Boston, and 25 Union Sq., New York) and *Thomas Cook & Son* (261 and 1225 Broadway, New York). These firms have agencies in all the most frequented resorts throughout the country. The Raymond & Whitcomb Co. arranges for a large series of excursions in special vestibuled trains, under the care of one of its representatives, which relieves the inexperienced traveller of almost all the inconveniences of a journey in a strange land. The arrangements are made so as to afford the widest possible freedom of movement in every way, and the charges are reasonable. For the Raymond trip into Mexico, see p. 608. — Most of the railway-companies issue tickets for circular tours on favourable conditions, and some of them (such as the Pennsylvania R.R. and the Burlington Route) also arrange personally conducted excursions in special trains.

The **Pedestrian** is unquestionably the most independent of travellers, but, except in a few districts such as the Adirondacks (p. 209) and the White Mts. (p. 158), walking tours are not much in vogue in the United States, where, indeed, the extremes of temperature and the scarcity of well-marked footpaths often offer considerable obstacles. For a short tour a couple of flannel shirts, a pair of worsted stockings, slippers, the articles of the toilet, a light waterproof, and a stout umbrella will generally be found a sufficient equipment. Strong and well-tried boots are essential to comfort. Heavy and complicated knapsacks should be avoided; a light pouch or game-bag is far less irksome, and its position may be shifted at pleasure. A more extensive reserve of clothing should not exceed the limits of a small portmanteau, which may be forwarded from town to town by express.

V. Hotels and Restaurants.

Hotels. The quality of the hotels of the United States (said to be 44,000 in number) varies very greatly in different localities; but it is, perhaps, safe to say that the best American houses will be found fully as comfortable as the first-class hotels of Europe by all who can accommodate themselves to the manners of the country and do not demand everything precisely as they have been used to it at home. The luxury of some of the leading American hotels is, indeed, seldom paralleled in Europe. The charges are little, if at all, higher than those of the best European houses; but the comforts often afforded by the smaller and less pretentious inns of the old country can seldom be looked for from American houses of the second or third class, and the traveller who wishes to economize will find boarding-

houses (see p. xxviii) preferable. When ladies are of the party, it is advisable to frequent the best hotels only. The hotels of the South, except where built and managed by Northern enterprize, are apt to be poor and (in proportion to their accommodation) dear; many of the hotels in the West, on the other hand, even in the newest cities, are astonishingly good, and California contains some of the best and cheapest hotels in the United States. The food is generally abundant and of good quality, though the cuisine is unequal (comp. p. xxviii). Beds are almost uniformly excellent. The quality of the service varies. Rooms adjoining the elevator or overlooking streets with tramway-lines should be avoided. It should not be overlooked that many of the largest and best hotels at both summer-resorts and winter-resorts are not open except in the regular season.

A distinction is made between *Hotels on the American Plan*, in which a fixed charge is made per day for board and lodging, and *Hotels on the European Plan*, in which a fixed charge is made for rooms only, while meals are taken *à la carte* either in the hotel or elsewhere. No separate charge is made for service. The European system is becoming more and more common in the larger cities, especially in the East; but the American plan is universal in the smaller towns and country-districts. Many hotels in the large cities offer a choice of systems. The rate of hotels on the American plan varies from about $5 per day in the best houses down to $2 per day or even less in the smaller towns; and $3-4 a day will probably be found about the average rate on an ordinary tour. The charge for a room at a good hotel on the European plan is from $1 upwards. Many of the American hotels vary their rate according to the room, and where two prices are mentioned in the Handbook the traveller should indicate the rate he wishes to pay. Most of the objections to rooms on the upper floor are obviated by the excellent service of 'elevators' (lifts). Very large reductions are made by the week or for two persons occupying the same room; and very much higher prices may be paid for extra accommodation. Throughout the Handbook the insertion of a price after the name of a hotel ($5) means its rate on the American plan; where the hotel is on the European plan (exclusively or alternatively) the price of the room is indicated (R. from $1). The above rates include all the ordinary requirements of hotel-life, and no 'extras' appear in the bill. The custom of giving fees to the servants is by no means so general as in Europe, though it is becoming more common in the Eastern States. Even there, however, it is practically confined to a small gratuity to the porter and, if the stay is prolonged, an occasional 'refresher' to the regular waiter. In hotels on the American system the meals are usually served at regular hours (a latitude of about 2 hrs. being allowed for each). The daily charge is considered as made up of four items (room, breakfast, dinner, and supper), and the visitor should see that his bill begins with the first meal he takes. Thus, at a $4 a day house, if the traveller arrives before supper and leaves after breakfast the next day, his bill will be $3; if he arrives after supper and leaves at the same time, $2; and so on. No allowance is made for absence from meals. Dinner is usually served in the middle of the day, except in large cities.

On reaching the hotel, the traveller enters the *Office*, a large and often comfortably fitted-up apartment, used as a general rendezvous and smoking-room, not only by the hotel-guests, but often also by local residents. On one side of it is the desk of the *Hotel Clerk*, who keeps the keys of the bedrooms, supplies unlimited letter-paper gratis, and is supposed to be more or less omniscient on all points on which the traveller is likely to require information. Here the visitor enters his name in the 'register' kept for the purpose, and has his room assigned to him by the clerk, who details a 'bell-boy' to show him the way to his room and carry up his

hand-baggage. If he has not already disposed of his 'baggage-checks' in the way described at p. xxii, he should now give them to the clerk and ask to have his trunks fetched from the station and sent up to his room. If he has already parted with his checks, he identifies his baggage in the hall when it arrives and tells the head-porter what room he wishes it sent to. On entering the dining-room the visitor is shown to his seat by the head-waiter, instead of selecting the first vacant seat that suits his fancy. The table-waiter then hands the guest the menu of the day, from which (in hotels on the American plan) he orders what he chooses. Many Americans order the whole of their meals at once, but this is by no means necessary except in primitive localities or inferior hotels. The key of the bedroom should always be left at the office when the visitor goes out. Guests do not leave their boots at the bedroom door to be blacked as in Europe (except in the first-class houses), but will find a 'boot-black' in the toilette-room (fee 10 c.; elsewhere 5 c.). Large American hotels also generally contain a barber's shop (shave 20-25 c.; elsewhere 10-15 c.), railway-ticket, express, telegraph, telephone, messenger-service, type-writing, theatrical, and livery offices, book-stalls, etc. In many large hotels all telegrams coming for guests before their arrival are placed in a box on the hotel-clerk's counter, and each guest is expected to look through these for himself.

The following hints may be useful to hotel-keepers who wish to meet the tastes of European visitors. The wash-basins in the bedrooms should be much larger than is generally the case. Two or three large towels are preferable to the half-dozen small ones usually provided. A carafe or jug of fresh drinking water (not necessarily iced) and a tumbler should always be kept in each bedroom. If it were possible to give baths more easily and cheaply, it would be a great boon to English visitors. It is now, fortunately, more usual than of yore for the price of a bedroom to include access to a general bathroom; but those who wish a private bath in or attached to their bedroom must still pay $1 (4s.) a day extra. No hotel can be considered first-class or receive an asterisk of commendation that refuses to supply food to travellers who are prevented from appearing at the regular meal-hours.

The *Hotel Red Book*, which may be seen on all Pullman cars and in most large hotels and steamers, is a yearly publication purporting to give a list of all the chief hotels in the United States, arranged by States.

Boarding Houses. For a stay of more than a day or two the visitor will sometimes find it convenient and more economical to live at a *Boarding House*. These abound everywhere and can easily be found on enquiry. Their rates vary from about $ 8 a week upwards. At many places the keepers of such houses also receive transient guests, and they are generally preferable to inferior hotels. — *Furnished Rooms* are easily procured in the larger cities, from $ 3-4 a week upwards (comp. p. 11). Soap, curiously enough, though provided in hotels, is not provided in boarding-houses or lodgings.

Restaurants. In New York and other large cities the traveller will find many excellent restaurants, but in other places he will do well to take his meals at his hotel or boarding-house. Restaurants are attached to all hotels on the European plan (p. xxvii). A single traveller will generally find the *à la carte* restaurants rather expensive, but one portion will usually be found enough for two guests and two portions ample for three. The *table d'hôte* restaurants, on the other hand, often give excellent value for their charges (comp. p. 11).

Soup, fish, poultry, game, and sweet dishes are generally good; but the beef and mutton are often inferior to those of England. Oysters, served

in a great variety of styles, are large, plentiful, and comparatively cheap. In America wine or beer is much less frequently drunk at meals than in Europe, and the visitor is not expected to order liquor 'for the good of the house'. Iced water is the universal beverage, and a cup of tea or coffee is included in all meals at a fixed price. Wine is generally poor or dear, and often both. It is much to be regretted that, outside of California, the native vintages, which are often superior to the cheap imported wines, seldom appear on the wine-list; and travellers will do good service by making a point of demanding Californian wines and expressing surprise when they cannot be furnished. Liquors of all kinds are sold at *Saloons* (public houses) and *Hotel Bars* (comp. p. 12). Restaurants which solicit the patronage of 'gents' should be avoided. The meals on dining-cars and 'buffet cars' are generally preferable to those at railway-restaurants. Tipping the waiter is, perhaps, not so general as in Europe, but is usually found serviceable where several meals are taken at the same place. Cafés, in the European sense, are seldom found in the United States except in New Orleans (p. 461) and a few other cities with a large French or German element in the population. The name, however, is constantly used as the equivalent of restaurant and is sometimes applied to first-class bar-rooms.

VI. Post and Telegraph Offices.

Post Office. The regulations of the American postal service are essentially similar to those of Great Britain, though the practice of delivering letters at the houses of the addressees has not been systematically extended to the rural districts. The service is, perhaps, not quite so prompt and accurate. The supply of letter-boxes is generally abundant, but the number of fully equipped post-offices is much lower (proportionately) than in England. Stamps are sold at all drug-stores and hotels, and often by letter-carriers.

All 'mailable' matter for transmission within the United States and to Canada and Mexico is divided into four classes: 1st. Letters and all Sealed Packets (rate of postage 2 c. per oz. or fraction thereof); 2nd. Newspapers and Periodicals (1 c. per 4 oz.); 3rd. Books, etc. (1 c. per 2 oz.); 4th. Merchandise and Samples (1 c. per oz.). Postal cards 1 c.; reply postal cards 2 c. A 'special delivery stamp' (10 c.) affixed to a letter, in addition to the ordinary postage, entitles it to immediate delivery by special messenger within certain limits. Letters to countries in the Postal Union cost 5 c. per ½ oz., postal cards 2 c., reply postal cards 4 c., books and newspapers 1 c. per 2 oz. The *Registration Fee* is 8 c.; the stamp must be affixed to the letter before presentation for registration, and the name and address of the sender must be written on the envelope. Undeliverable letters will be returned free to the sender, if a request to that effect be written or printed on the envelope.

Domestic Money Orders are issued by money-order post-offices for any amount up to $100, at the following rates: for sums not exceeding $2½, 3 c.; $2½-5, 5 c.; $5-10, 8 c.; $10-20, 10 c.; $20-30, 12 c.; $30-40, 15 c.; $40-50, 18 c.; $50-60, 20 c.; $60-75, 25 c.; $75-100, 30 c. For strangers these are not so convenient as the money-orders of the *Express Companies* (comp. p. xvii), as identification of the payee is demanded, unless this is specifically waived by the remitter. — *Foreign Money Orders* cost 10 c. for each $10.

Telegraph Offices. The telegraphs of the United States are mainly in the hands of the *Western Union Telegraph Co.*, with its headquarters in New York (p. 18), and the service is neither so cheap nor so prompt and trustworthy as that of Great Britain. At the beginning of 1904 this company owned 196,517 M. of line and 1,089,242 M. of wire, while the number of despatches sent by it in

1903 was 69,790,866. The *Postal Telegraph Cable Co.* has 50,000 M. of line and 280,000 M. of wire and sends about 22,000,000 messages annually. The rates from New York are given at p. 18, and from these may be roughly estimated the probable rates from other parts of the country. — In 1903 the United States contained about 2,500,000 M. of *Telephone Wires*, with 3,150,000 telephones (comp. p. 18). Telephones are in operation in all large, and many of the small, towns throughout the country. The total annual number of telephone messages is over 3,000,000,000, as compared with 725,000,000 in the British Isles and 766,000,000 in Germany.

VII. Glossary.

The following short list of words in frequent use in the United States in a sense not commonly known in England may be found of service. The speech of the cultivated American, of course, varies little from the speech of the cultivated Englishman, and no misunderstanding is likely to arise in their verbal intercourse; but it will not unfrequently be found that railway-officials, cabmen, waiters, and the like do not know what is meant by the British equivalents of the following expressions. It must not be understood that the under-noted words are all in use throughout the whole of the United States. A New Englander, for instance, may tell you that 'he never heard such a word', when you use a term in regular use by all classes in the West or South. The list, which might be extended indefinitely, does not attempt to enumerate the local names for different kinds of food, implements, etc.; nor does it mean to include words that are solely and avowedly 'slang'. Purely technical terms are also avoided. Comp. p. xxii (railway terms), p. xxvii, etc.

Bed-spread, coverlet, counterpane.
Biscuit, hot tea-rolls.
Bit (California and the South), 12½ c. (two bits 25 c., eight bits $ 1).
Blind, shutter.
Block, rectangular mass of building bounded by four streets.
Boots, used only of boots coming up wholly or nearly to the knee. Comp. *Shoes* and *Ties*.
Boss, master, head, person in authority.
Bowl, basin (*Set Bowl*, fixed-in basin).
Bright, clever.
Broncho, native (Western) horse.
Bug, beetle, insect of almost any kind.
Bureau, chest of drawers.
Burro (California and the South West), donkey.
Calico, printed cotton cloth.
Carom, cannon (at billiards).
Chore, odd job about a house done by a *man*.
Chowder, a kind of thick fish soup.
City, corporate town or municipal borough.
Clerk, shopman.
Clever, good-natured.
Corn, Maize or Indian corn.
Cowboy, cattle herdsman.
Cracker, biscuit; also, in the Southern States, a poor white man.
Creek (often pron. crick), a small stream.
Cunning, neat, pretty, tiny (mainly of children or small pet animals). *Cute* is often used in much the same sense.
Cuspidor, spittoon.
Cutter, light, one-horse sleigh.
Deck, pack of cards (used by Shakspeare).
Dirt, earth, soil (*e.g.*, a 'dirt tennis-court').
Drummer, commercial traveller.
Dry Goods, dress materials, drapery, etc.
Dumb, (often) stupid (Ger. *dumm*).

Fleshy, stout.
Floor-walker, shop-walker.
Grip or *Grip-sack*, hand-bag.
Elevator, lift.
Fall, autumn.
Fix, to arrange, make, put in order, settle, see to, etc.
Gums, overshoes (see *Rubbers*).
Gun, to go shooting.
Hack, cab; *hackman*, cabman.
Help, servant.
High Ball, whiskey and soda.
Hitch up, to harness; *hitching-post*, post to tie horses to.
Horse Car, tramway car.
Hunt, to go shooting.
Lines, reins.
Lot, a piece or division of land in a city.
Lovely, loveable.
Lumber, wood, timber. ('Timber' in American usage means the heavy logs, while 'lumber' is a more general term.)
Lunch, a slight meal at any hour of the day.
Mad, vexed, cross.
Mail, to post; postal matter; postal service.
Mucilage, liquid gum.
Muslin, cotton cloth.
Nasty, disgusting (not used before 'ears polite').
Notions, small wares.
Observatory, (often) belvedere or view-tower (Ger. *Aussichtsturm*).
Parlor, drawing-room.
Piazza, veranda.
Pie, tart or pie.
Pitcher, jug.
Prince Albert (coat), frock-coat.
Rapid Transit, a general name for elevated railroads and similar means of rapid city and suburban locomotion.
Recitation, lesson, college lecture.
Ride, applied to any mode of conveyance (horse, carriage, boat, etc.).
Right away, directly.
Rock, stone of any size, to throw stones.
Rooster, cock.
Rubbers, galoshes, overshoes.
Run, to manage, carry on (a business, etc.).
Sack, *Sacque*, jacket.
Safe, larder (meat-safe, etc.).
Shine, to black or polish (boots).
Ship, to send goods by train as well by sea.
Shoes, often used for boots not coming above the top of the ancle.
Shortage, deficiency.
Sick, ill.
Sophomore, student in his second year at college. Students of the first, third, and fourth years are named *Freshmen*, *Juniors*, and *Seniors*.
Span, pair of horses.
Spool (of cotton), reel (of thread).
Stage, coach, omnibus.
Store, shop.
Street Car, tramway-car.
Take out. An American takes a lady 'out' to dinner, while an Englishman takes her 'in'.
Team, often applied to *one* horse.
Telegraph Blank, telegraph form.
Ties, low shoes; railway sleepers.
Town, township or parish (thus one hears of the highest mountain or the best crop in the town).
Track, railway-line.
Trolley, electric tramway with overhead wire.
Tuxedo, dinner-jacket.
Ugly, ill-tempered, malicious.
Under-waist, bodice.
Wagon, carriage.
Waist, body (of a dress).
Wait on (table), wait at.
Wilt, fade, wither.
Window-shade, blind.

In the United States *First Floor* is usually synonymous with *Ground Floor*, while *Second Floor* corresponds to the English *First Floor*, and so on. Throughout the Handbook these terms are used in conformity with the English custom.

VIII. General Hints.

The first requisites for the enjoyment of a tour in the United States are an absence of prejudice and a willingness to accommodate oneself to the customs of the country. If the traveller exercise a little patience, he will often find that ways which strike him as unreasonable or even disagreeable are more suitable to the environment than those of his own home would be. He should from the outset reconcile himself to the absence of deference or servility

on the part of those he considers his social inferiors; but if ready himself to be courteous on a footing of equality he will seldom meet any real impoliteness. In a great many ways travelling in the United States is, to one who understands it, more comfortable than in Europe. The average Englishman will probably find the chief physical discomforts in the dirt of the city streets, the roughness of the country roads, the winter overheating of hotels and railway-cars (70-80° Fahr. being by no means unusual), the dust, flies, and mosquitoes of summer, and (in many places) the habit of spitting on the floor; but the Americans themselves are now keenly alive to these weak points and are doing their best to remove them.

Throughout almost the whole country travelling is now as safe as in the most civilized parts of Europe, and the carrying of arms, which indeed is forbidden in many States, is as unnecessary here as there. In many of the western towns, however, it is advisable to avoid the less reputable quarters and to refrain from entering any shops, barber's rooms, or the like except those und niably of the best class. Those who contemplate excursions into districts remote from the highways of travel should take local advice as to their equipment. — The social forms of America are, in their essentials, similar to those of England; and the visitor will do well to disabuse himself of the idea that laxity in their observance will be less objectionable in the one country than in the other. He will, of course, find various minor differences in different parts of the country, but good manners will nowhere be at a discount. — No limit is placed on the number of passengers admitted to public conveyances, and straps are provided in the cars of tramways and elevated railways to enable those who cannot obtain seats to maintain their equilibrium. — The prices of many manufactured goods are much higher in the United States than in Europe; and the traveller should therefore come provided with an ample supply of all the articles of personal use he or she is likely to require, down to such small items as pins and needles, tapes and ribbons, dress ties and gloves, toilette requisites, buttons, and matches (often very poor in America). An important exception to the above rule is boots and shoes, which are excellently made in the United States and cost, if anything, rather less than in England. Cotton goods are also as cheap as in Europe. — Indoor clothing for American use should be rather thinner in texture than is usual in England, but winter wraps for outdoor use require to be much thicker. The thick woollen gowns that English ladies wear in winter would be uncomfortably warm in the ordinary winter temperature of American hotels and railway-carriages; and a thin soft silk will, perhaps, be found the most comfortable travelling dress on account of its non-absorption of dust. Overshoes ('arctics' and 'rubbers') are quite necessary in winter and are worn almost as much by men as by women. — Weddings frequently take place in the evening, and are managed by a set of 'ushers' chosen from the bridegroom's friends. — The rule of the road in America follows the Continental, not the English system, vehicles passing each other to the right.

The art of the *Barber and Hair-Dresser* has been developed to a high point in the United States, where the 'tonsorial saloons' are often very luxurious. The prices, however, are high (10-25 c. for a shave, including hair-brushing and the application of essences; hair-cutting 25-35 c., shampooing 15-25 c., 'sea foam' or 'dry shampoo' 10-20 c., etc.).

Public Conveniences are not usually provided in American cities, but their place is practically supplied by the lavatories of hotels, to which passers-by resort freely. Accommodation is also furnished at railway stations. Such public conveniences as do exist in New York and other large cities are disgracefully inadequate in number, size, and equipment.

The *Drinking Water* of some of the cities in the United States is not all that it ought to be, and it is often advisable to make enquiries on this point.

Public Holidays. The only holidays observed in all the states are Independence Day (July 4th) and Christmas Day (Dec. 25th). New Year's Day (Jan. 1st) and Washington's Birthday (Feb. 22nd) are celebrated in nearly all the states. Decoration Day (May 30th) is set apart in the N. and W. states for decorating with flowers the graves of those who fell in the Civil War; and some of the S. states have a Memorial Day for the same purpose. Thanksgiving Day (last Thurs. in Nov.) is observed with practical unanimity; and General Election Day (Tues. after the first Mon. in Nov.) and Labor Day (first Mon. in Sept.) are each celebrated by a large number of states. In addition to the above, some states have special holidays of their own.

IX. A Short History of American Politics

by

John Bach McMaster.

What is now the territory of the United States has been derived from six European nations. Resting on the discovery by Columbus, and the Bulls of the Popes, Spain claimed the whole Continent, but has been in actual possession only of the Gulf coast from Florida to Texas, and of the interior from the Mississippi to the Pacific. The Swedes once had settlements on the Delaware. The Dutch, following up the voyage of Hudson to the river bearing his name, claimed and held the country from the Delaware to the Connecticut. The French discovered the St. Lawrence and explored and held military possession of the valleys of the Mississippi and Ohio and the Great Lakes. The English by virtue of the voyages of the Cabots claimed the Atlantic coast and there founded the colonies which grew into the thirteen United States. Alaska was purchased from Russia.

In the course of the struggle, sometimes peaceful, often bloody, by which the rule of these nations has been thrown off, the Dutch conquered the Swedes; the English conquered the Dutch and the French; the United States expelled the English and in time by purchase or conquest drove out the Spaniards and the Mexicans.

The first serious struggle for possession occurred in the middle of the 18th century, when the English moving westward met the French moving eastward at the sources of the river Ohio. In that struggle which has come down to us as the 'French and Indian War' France was worsted and, retiring from this continent, divided her possessions between England and Spain. To England she gave Canada and the islands and shores of the Gulf of St. Lawrence and, entering what is now the United States, drew a line down the middle of the Mississippi River and gave all to the E. of that line (save the island on which is the city of New Orleans) to Great Britain, and all to the W. of it to Spain; Spain at the same time gave Florida to England as the price of Cuba.

Having thus come into possession of all the country to the E. of the Great River, King George determined to send out an army of 10,000 men to defend the colonies, and have the latter bear a part

of the expense. This part he attempted to collect by duties on goods imported and by a Stamp Tax (1765) on legal documents and printed matter. No tax for revenue had before been laid on America by act of Parliament. The colonists therefore resisted this first attempt and raising the cry 'no taxation without representation' they forced Parliament to repeal the Stamp Tax in 1766. The right to tax was at the same time distinctly asserted, and in 1767 was again used, and duties laid on paints, oils, lead, glass, and tea. Once more the colonists resisted and, by refusing to import any goods, wares, or merchandise of English make, so distressed the manufacturers of England that Parliament repealed every tax save that on tea. All the tea needed in America was now smuggled in from Holland. The East India Company, deprived of the American market, became embarrassed, and, calling on Parliament for aid, was suffered to export tea, a privilege never before enjoyed. Selecting commissioners in Boston, New York, Philadelphia, and Charleston, cargoes of tea were duly consigned to them; but the people would not allow a pound of it to be sold. At Boston men disguised as Indians boarded the tea ships and threw the boxes into the harbour (p. 104).

As a punishment for this, Parliament shut the port of Boston and deprived the people of Massachusetts of many functions of local government. The Assembly of Massachusetts thereupon called for a General Congress to meet at Philadelphia on Sept. 5th, 1774. The colonies gladly responded and this Congress, having issued a Declaration of Rights and addresses to the King, to Parliament, and to the People of England, adjourned to await the result. The day for the reassembling of Congress was May 10th, 1775; but before that day came, the attempt of *Gage* to seize military stores brought on a fight at Lexington (April 19th, 1775; p. 147). The fight at Lexington was followed by the siege of the British in Boston, by the formation of the 'Continental Army', by the appointment of *George Washington* to command it, by the battle of Bunker Hill (June 17th, 1775; p. 115), and by an expedition against Quebec, which came to naught, on the last day of the year.

General William Howe meantime had succeeded Gage in command of the British at Boston, and, finding himself hard pressed by Washington, evacuated the city and sailed for Halifax. Believing New York was to be attacked, Washington now hurried to Long Island, where (August 27th, 1776; p. 73) Howe defeated him, took possession of New York, and drove him first up the Hudson and then southward across New Jersey.

Congress, which (July 4th, 1776) had declared the colonies to be free and independent states, now fled from Philadelphia to Baltimore. But Washington, turning in his retreat, surprised and captured the British outpost at Trenton (p. 258). *Cornwallis* instantly hurried toward that town, but Washington, passing around the British rear, attacked and captured (at Princeton, Jan. 3rd, 1777; p. 257) a

detachment on its march to Trenton, and then went into winter quarters at Morristown.

With the return of spring Howe, finding that he could not reach Philadelphia by land without passing in front of the Continental Army stretched out on a strongly intrenched line across New Jersey, went by sea. Washington met him at Chadd's Ford on the Brandywine (p. 300), was defeated, and on Sept. 25th, 1777, Howe entered Philadelphia. In the attempt to dislodge him Washington fought and lost the battle of Germantown (Oct. 4th, 1777; p. 275). The loss of Philadelphia was more than made good by the capture of *Burgoyne* and his army at Saratoga (Oct. 17th, 1777; p. 227), while on his way from Canada to New York City.

The fruits of this victory were the recognition of the Independence of the United States by France, the treaty of alliance with France (Feb. 8th, 1778), and the evacuation of Philadelphia by *Clinton*, who had succeeded Howe. Washington, who had spent the winter at Valley Forge (p. 285), instantly followed, and overtaking Clinton at Monmouth fought and won the battle at that place (June 29th, 1778). Clinton escaped to New York, and Washington, drawing his army in a circle about the city from Morristown on the S. to West Point on the N., awaited further movements.

Turning towards the Southern States, the British commander now despatched an expedition which took Savannah and overran the State of Georgia. The year which followed (1779) is memorable for the capture of Stony Point by *Anthony Wayne* (p. 188), for the treason of *Benedict Arnold* (pp. 188, 194), for the execution of *Major John André* (p. 192), for the capture of the Serapis by *Paul Jones* after one of the most desperate naval battles on record, and by the failure of an attempt by the Americans to retake Savannah (p. 440). In 1780 Clinton led an expedition from New York to Charleston, took the city, swept over South Carolina, and, leaving Cornwallis in command, hurried back to New York. *Gates*, who now attempted to dislodge the British, was beaten. *Greene* now succeeded Gates, and *Morgan*, the commander of his light troops, won the battle of the Cowpens (Jan. 17th, 1781; p. 418). This victory brought up Cornwallis, who chased Greene across the State of North Carolina to Guilford Court House (p. 418), where Greene was beaten and Cornwallis forced to retreat to Wilmington. Moving southward, Greene was again beaten in two pitched battles, but forced the British to withdraw within their lines at Charleston and Savannah.

Cornwallis meantime moved from Wilmington into Virginia and took possession of Yorktown. And now Washington, who had long been watching New York, again took the offensive, hurried across New Jersey and Pennsylvania, and, while a French fleet closed the Chesapeake Bay, he besieged Cornwallis by land, till (Oct. 19th, 1781) the British General surrendered (p. 412). This practically ended the war.

The Treaty of Peace, in 1783, actually ended it, secured the independence of the United States and fixed her boundaries, roughly speaking, as the Atlantic Ocean on the E., the Mississippi on the W., New Brunswick, the St. Lawrence, and the Great Lakes on the N., and the parallel of 31° on the S.

While the war was still raging, Congress had framed an instrument of government, which the States ratified and put in force on Mar. 1st, 1781. This instrument of government which bound the thirteen States in perpetual union was known as the Articles of Confederation, and established a government as bad as any yet devised by man. There was no executive, no judiciary, and only the semblance of a legislature. The Congress consisted of not more than seven nor less than two delegates from each State; sat in secret session; was presided over by a President elected from its own members; and could not pass any law unless the delegates of nine states assented. It could wage war, make treaties, and borrow money; but it could not lay a tax of any kind whatsoever; nor regulate commerce between the States, or with foreign powers; and was dependent entirely on the liberality of the States for revenue. This defect proved fatal. Inability to regulate foreign commerce by duties stripped the country of its specie. Lack of specie forced the States to issue paper money. Paper money was followed by tender acts and force acts and, in some places, by a violent stoppage of justice by the debtor class. A commercial and financial crisis followed and the people of the States, reduced to desperation, gladly acceded to a call for a national trade convention which met in Philadelphia in May, 1787. The instructions of the delegates bade them suggest amendments to the Articles of Confederation. But the convention, considering the Articles too bad to be mended, framed the Constitution which the people, acting through conventions in the various states, ratified during 1787 and 1788.

On Mar. 4th, 1789, the Constitution became the 'supreme law of the land.' In the first congress no trace of party lines is visible. But the work of establishing government had not gone far when differences of opinion sprang up; when the cry of partial legislation was raised, and the people all over the country began to divide into two great parties, — those who favoured and those who opposed a liberal construction of the language of the Constitution and the establishment of a strong national government. The friends of national government took the name of Federalists, and under the lead of *Alexander Hamilton* who, as Secretary of the Treasury, marked out the financial policy of the administration, they funded the foreign and domestic debt occasioned by the war for independence, assumed the debts incurred by the States in that struggle, set up a national bank with branches, and laid a tax on distilled liquors. Each one of these acts was met with violent opposition as designed to benefit a class, as unconstitutional, and as highly detrimental

to the interests of the South. Against the Federalists were now brought charges of a leaning towards monarchy and aristocracy. Great Britain it was said has a funded debt, a bank, and an excise. These things are, therefore, monarchical institutions. But the Federalists have introduced them into the United States. The Federalists, therefore, are aristocrats, monarchists, and monopolists.

Of all who believed these charges, none believed them more sincerely than *Thomas Jefferson*, Secretary of State. Seeing in these acts a wide departure from the true principles of democracy, he set himself to work to organize a party of opposition, and was soon looked up to as the recognized leader of the Federal Republicans. Hardly had the two parties thus been called into existence by difference of opinion on questions of home affairs, when they were parted yet more widely, and the dispute between them intensely embittered by questions of foreign affairs. In 1793 the French Republic declared war against England, and sent a minister to the United States. As the United States was bound to France by the Treaty of Alliance and by a Treaty of Amity and Commerce, and was not bound to Great Britain by any commercial treaty whatever, it seemed not unlikely that she would be dragged unwillingly into the war But Washington with the advice of his secretaries proclaimed neutrality, and from that time every Republican was the firm friend of France and every Federalist the ally of England. Then began a seven years' struggle for neutrality. France threw open her colonial ports to neutral commerce. Great Britain asserting the 'Rule of the War of 1756', a rule prescribing that no neutral should have, in time of war, a trade it did not have in peace, declared this trade was contraband and seized the ships of the United States engaged in it. The Republicans denounced neutrality and attempted to force a war. The Federalists in alarm dispatched *John Jay*, the Chief Justice, to London with offers of a commercial treaty. England responded and on Feb. 29th, 1796, the first treaty of Amity and Commerce between her and the United States became law. At this France took offence, rejected the new minister (C. C. Pinckney) from the United States, and drove him from her soil; suspended the treaties, insulted a special commission (sent out in the interest of peace), with demands for bribes and tribute, and brought on a quasi-war. Never since the days of Bunker Hill had the country been so stirred as this act of the French Directory stirred it in the summer of 1798. Then was written our national song 'Hail Columbia'. Then was established the department of the Navy. Then, under the cry, 'Millions for defence; not a cent for tribute', went forth that gallant little fleet which humbled the tricolour in the West Indies and brought France to her senses.

With the elevation of Napoleon to the First Consulship came peace in 1800. In that same year the Federalists fell from power never to return. Once in power, the Republicans began to carry

out the principles they had so long preached. They reduced the National debt; they repealed the internal taxes. They sold the Navy; boldly assaulted the Supreme Court; and in 1811, when the Charter of the National Bank expired, refused to renew it. Their doctrine of strict construction, however, was ruined, when, in 1803, they bought the Province of Louisiana from France and added to the public domain that splendid region which lies between the Mississippi and the Rocky Mountains. At that moment it seemed as if the people were about to enter on a career of unwonted prosperity. But Napoleon suddenly made war on England, and by 1806 the United States was involved in a desperate struggle of nine years both with France and England for commercial independence. Great Britain searched our ships, impressed our sailors, violated the neutrality of our ports, and by the decisions of her admiralty courts and by orders in council sought to ruin our neutral commerce with Europe, unless carried on through her ports and under her license. Napoleon attacked us with his decrees of Berlin and Milan, and sought to ruin our neutral commerce with England. The United States retaliated by means of the Embargo and Non-intercourse, and, in 1812, by declared war.

With the cessation of hostilities another epoch in our history begins. From the day when Washington proclaimed neutrality in 1793, to the day when the people celebrated, with bonfires and with fireworks, and with public dinners, the return of peace in 1815, the political and industrial history of the United States is deeply affected by the political history of Europe. It was questions of foreign policy, not of domestic policy that divided the two parties, that took up the time of Congress, that raised up and pulled down politicians. But after 1815 foreign affairs sank into insignificance, and for the next thirty years the history of the United States is the history of the political and economic development of the country to the E. of the Mississippi River.

The opposition which the Federalists made to the War completed their ruin. In 1816 for the last time they put forward a presidential candidate, carried three states out of nineteen, and expired in the effort. During the eight years of *Monroe's* administration (1817-25) but one great and harmonious party ruled the political destinies of the country. This remarkable period has come down to us in history as the 'Era of good feeling'. It was indeed such an era, and so good were the feelings that in 1820 when Monroe was re-elected no competitor was named to run against him. Every State, every electoral vote save one was his. Even that one was his. But the elector who controlled it, threw it away on John Quincy Adams lest Monroe should have the unanimous vote of the Presidential electors, an honour which has been bestowed on no man save Washington.

In the midst of this harmony, however, events were fast ripen-

ing for a great schism. Under the protection offered by the commercial restrictions which began with the Embargo and ended with the peace, manufactures had sprung up and flourished. If they were to continue to flourish they must continue to be protected, and the question of free trade and protection rose for the first time into really national importance. The rush of population into the West led to the admission of Indiana (1816), Mississippi (1817), Illinois (1818), Alabama (1819), and Missouri (1820) into the Union, and brought up for serious discussion the uses to be made of public lands lying within them. The steamboat, which had been adopted far and wide, had produced a demand for some improved means of communication by land to join the great water highways of the country and opened the era of internal improvements. The application of Missouri for admission into the Union brought up the question of the admission of slavery to the W. of the Mississippi. A series of decisions of the Supreme Court, setting aside acts of the State legislatures, gave new prominence to the question of State rights.

The Missouri question was settled by the famous Compromise of 1820 (the first great political compromise) which drew the line 36° 30′ from the Mississippi to the 100th Meridian, and pledged all to the N. of it, save Missouri, to freedom. But the others were not to be settled by compromise, and in the campaign of 1824 the once harmonious Republican party was rent in pieces. Each of the four quarters of the Republic put a candidate in the field and 'the scrub-race for the presidency' began. The new manufacturing interests of the East put forward *John Quincy Adams*. The West, demanding internal improvements at public expense, had for its candidate *Henry Clay*. *William H. Crawford* of Georgia (nominated by a caucus of congressmen) represented the old Republican party of the South. *Andrew Jackson* of Tennessee stood for the new Democracy, for the people, with all their hatred of monopolies and class control, their prejudices, their half-formed notions, their violent outbursts of feeling. Behind none of them was there an organized party. But taking the name of 'Adams men' and 'Clay men', 'Crawford men' and 'Jackson men', the friends of each entered the campaign and lost it. No candidate secured a majority of the electorial college, and the House of Representatives chose John Quincy Adams.

Under the administration of Adams (1825-29) the men who wished for protection and the men who wished for internal improvements at Government expense united, took the name first of National Republicans and then of Whigs, and, led on by Henry Clay and *Daniel Webster*, carried through the high protection tariffs of 1828 and 1832. The friends of Jackson and Crawford took the name of Democrats, won the election of 1829, and, during twelve years, governed the country. In the course of these years the population of the United States rose to 17,000,000, and the number of

states to twenty-six. Steam navigation began on the Ocean; two thousand miles of railroad were built in the land; new inventions came into use; and the social and industrial life of the people was completely revolutionized. The National debt was paid; a surplus accumulated in the Treasury; the sale of public lands rose from $3,000,000 in 1831 to $25,000,000 in 1836; and the rage for internal improvements burned more fiercely than ever. A great financial panic spread over the country; the Charter of the National Bank expired; a hundred 'wild-cat banks' sprang up to take its place; and the question of the abolition of slavery became troublesome.

On the great questions which grew out of this condition of affairs the position of the two parties was well defined. The Democrats demanded a strict construction of the Constitution; no internal improvements at public expense; a surrender of the public lands to the state in which they lay; no tariff for protection; no National Bank; no agitation of the question of abolition of slavery; the establishment of sub-treasuries for the safe keeping of the public funds, and the distribution of the surplus revenue. The Whigs demanded a re-charter of the National Bank; a tariff for protection; the expenditure of the surplus on internal improvements; the distribution of the money derived from the sale of public lands; a limitation of the veto power of the President; and no removals from office for political reasons.

The Democrats, true to their principles, and having the power, carried them out. They destroyed the Bank; they defeated bill after bill for the construction of roads and canals; they distributed $38,000,000 of the surplus revenue among the states, and, by the cartage of immense sums of money from the East to the far distant West, hastened that inevitable financial crisis known as the 'panic of 1837'. Andrew Jackson had just been succeeded in the Presidency by *Martin Van Buren* (1837-41) and on him the storm burst in all its fury. But he stood it bravely, held to a strict construction of the Constitution, insisted that the panic would right itself without interference by the Government, and stoutly refused to meddle. Since the refusal of Congress to re-charter the Bank of the United States, whose charter expired in 1836, the revenue of the Government had been deposited in certain 'pet banks' designated by the Secretary of the Treasury. Every one of them failed in the panic of 1837. Van Buren, therefore, recommended 'the divorce of Bank and State', and after a struggle of three years his friends carried the 'sub-treasury' scheme in 1840. This law cast off all connection between the State Banks and the Government, put the collectors of the revenue under heavy bonds to keep the money safely till called for by the Secretary of the Treasury, and limited payments to or by the United States to specie.

The year 1840 was presidential year and is memorable for the introduction of new political methods; for the rise of a new and

vigorous party; and for the appearance of a new political issue. The new machinery consisted in the permanent introduction of the National Convention for the nomination of a president, now used by the Democrats for the second time, and by the Whigs for the first; in the promulgation of a party platform by the convention, now used by the Democrats for the first time; and in the use of mass meetings, processions, songs, and all the paraphernalia of a modern campaign by the Whigs. The new party was the Liberty Party and the new issue the 'absolute and unqualified divorce of the General Government from slavery, and the restoration of equality of rights among men'. The principles of that party were: slavery is against natural right, is strictly local, is a state institution, and derives no support from the authority of Congress, which has no power to set up or continue slavery anywhere; every treaty, every act, establishing, favouring, or continuing slavery in the District of Columbia, in the territories, on the high seas is, therefore, unconstitutional.

The candidate of this party was *James Gillespie Birney*. The Democrats nominated Martin Van Buren. The Whigs put forward *William Henry Harrison* and elected him. Harrison died one month after his inauguration, and *John Tyler*, the Vice-President, and a Democrat of the Calhoun wing became president. The Whig policy as sketched by Clay was the repeal of the sub-treasury act; the charter of a National Bank; a tariff for protection; and the distribution of the sales of public lands. To the repeal of the sub-treasury act Tyler gladly assented. To the establishment of a bank even when called 'Fiscal Corporation', he would not assent, and, having twice vetoed such bills, was read out of the party by a formal manifesto issued by Whig Congressmen. It mattered little, however, for the question of the hour was not the bank, nor the tariff, nor the distribution of the sales of lands, but the annexation of the Republic of Texas. Joined to the demand for the re-occupation of Oregon, it became the chief plank in the Democratic platform of 1844. The Whig platform said not a word on the subject, and the Liberty Party, turning with loathing from the cowardice of Clay, voted again for Birney, gave the State of New York to the Democrats, and with it the presidency. Accepting the result of the election as an 'instruction from the people', Congress passed the needed act and Tyler in the last hours of his administration declared Texas annexed.

The boundary of the new State was ill-defined. Texas claimed to the Rio Grande. Mexico would probably have acknowledged the Nueces River. The United States attempted to enforce the claim of Texas, sent troops to the Rio Grande, and so brought on the Mexican War. At its close the boundary of the United States was carried to the S. from 42° to the Gila River, and what is now California, Nevada, Arizona, New Mexico, Utah, and more than half of Wyoming and Colorado were added to the public domain. While the

war was still raging, *Polk*, who had succeeded Tyler, asked for $2,000,000 to aid him in negotiating peace. Well knowing that the money was to be used to buy land from Mexico, *David Wilmot* moved in the House of Representatives that from all territory bought with the money slavery should be excluded. This was the famous Wilmot proviso. It failed of adoption and the territory was acquired in 1848, with its character as to slavery or freedom wholly undetermined.

And now the old parties began to break up. Democrats who believed in the Wilmot proviso, and Whigs who detested the annexation of Texas, the war with Mexico, and the extension of slavery went over in a body to the Liberty Party, formed with it the 'Free-soil Party', nominated Martin Van Buren, and gave him 300,000 votes. In their platform they declared that Congress had no more power to make a slave than to make a king; that they accepted the issue thrust on them by the South; that to the demand for more slave states and more slave territories they answered, no more slave states, no more slave territories; and that on their banner was inscribed 'Free Soil, Free Speech, Free Labor, and Free Men'. As the defection of Whigs to the Liberty Party in 1844 gave New York State to the Democrats and elected Polk, so the defection of Democrats to the Free Soilers in 1848 gave New York to the Whigs and elected *Taylor*. As Harrison, the first Whig President, died one month after taking office, so Taylor, the second Whig President, died suddenly when a little over one year in office, just as the great Whig Compromise of 1850 was closing. The imperative need of civil government in the new territory, the discovery of gold in California, the rush of men from all parts of the earth to the Pacific Coast forced Congress to establish organized territories. The question was: shall they be opened or closed to slavery? But, as the soil had been free when acquired from Mexico, the question really was: shall the United States establish slavery? The Democrats, holding that slaves were property, claimed the right to take them into any territory, and asserting the principle of 'squatter sovereignty', claimed the right of the people living in any territory to settle for themselves whether it should be slave or free. The Free Soilers demanded that the soil having been free when a part of Mexico should be free as a part of the United States. Between these two Clay now stepped in to act as pacificator. Taking up the grievances of each side, he framed and carried through the measure known as the Compromise of 1850, the third great political Compromise in our history. The fruit of this was the admission of California, as a free state; the passage of a more stringent law for the recovery of fugitive slaves; the abolition of the slave trade in the District of Columbia; and the organization of Utah and New Mexico on the basis of 'squatter sovereignty'. This done, Senators and Representatives of all parties joined in a manifesto, declaring that the issues resting on slavery

were dead issues, and that they would neither vote for, nor work for any man who thought otherwise. But thousands did think otherwise. The action of Clay pleased none. Anti-slavery men deserted him in the North; pro-slavery men deserted him in the South; and in 1852 the Whig party carried but four states out of thirty-one and perished. Even its two great leaders Clay and Webster were, by that time, in their graves.

Excited by such success, the Democrats, led on by *Stephen A. Douglas*, now broke through the compromise of 1820 and in 1854 applied 'squatter sovereignty' to the organization of the territories of Kansas and Nebraska. Against this violation State legislatures, the people, the pulpit, and the press protested vigorously, for every acre of Kansas and Nebraska lay to the N. of 36° 30′ and was solemnly pledged to freedom. But the Democratic leaders would not listen and drove from their ranks another detachment of voters. The effect was soon manifest. The little parties began to unite and when, in 1856, the time came to elect another President, the Republican party of to-day was fully organized and ready. Once more and for the last time for 28 years the Democrats won. The administration of *James Buchanan* (1857-61) marks an epoch. The question before the country was that of the extension of slavery into the new territories. Hardly had he been inaugurated, when the Supreme Court handed down a decision on the case of Dred Scott, which denied the right of Congress to legislate on slavery, set aside the compromises of 1820 and 1850 as unconstitutional, and opened all the territories to slavery. From that moment the Whig and Democratic parties began to break up rapidly till, when 1860 came, four parties and four presidential candidates were in the field. The Democratic party, having finally split at the National Convention for nominating a president and vice-president, the southern wing put forward *Breckenridge* and *Lane* and demanded that Congress should protect slavery in the territories. The northern wing nominated *Stephen A. Douglas* and declared for squatter sovereignty and the Compromise of 1850. A third party, taking the name of 'Constitutional Union', declared for the Constitution and the Union at any price and no agitation of slavery, nominated *Bell* and *Everett*, and drew the support of the old Whigs of the Clay and Webster school. The Republicans, declaring that Congress should prohibit slavery in the territories, nominated *Abraham Lincoln* and *Hannibal Hamlin* and won the election.

The State of South Carolina immediately seceded and before the end of Feb., 1861, was followed by Georgia, Florida, Alabama, Mississippi, Louisiana, and Texas. Taking the name of the Confederate States of America, they formed first a temporary and then a permanent government, elected *Jefferson Davis* President, raised an army, and besieged Fort Sumter in Charleston Harbour. The attempt to relieve the fort brought on the bombardment and surrender (April 19th, 1861). The Confederate States were now joined by Virginia,

North Carolina, Arkansas, and Tennessee. Richmond was made the capital, and the Civil War opened in earnest.

The line of separation between the States then became the Potomac River, the Ohio River, and a line across S. Missouri and Indian Territory to New Mexico. Along this line the troops of the Union were drawn up in many places under many commanders Yet there were in the main but three great armies. That of the E. or Potomac under *Gen. McClellan;* that of the centre or the Ohio under *Gen. Buell;* that of the W. or Missouri under *Gen Halleck.* In command of all as Lieutenant-General was *Winfield Scott.* Confronting them were the troops of the Confederacy, drawn up in three corresponding armies: that of N. Virginia under *Johnston* and *Lee*, that of the Cumberland under *Albert Sidney Johnston*, and that of the trans-Mississippi under *McCulloch* and *Price.*

Yielding to the demand of the North for the capture of Richmond before the Confederate congress could meet there (July 20th, 1861), *McDowell* went forth with thirty-eight thousand three-months volunteers to the ever memorable field of Bull Run (p. 417). But the serious campaigning did not begin until Jan., 1862. Then the whole line west of the Alleghenies (made up of the armies of Ohio and the Missouri), turning on Pittsburg as a centre, swept southward, captured Forts Henry and Donelson, defeated the Confederates at Shiloh (p. 426), captured Corinth (p. 426), took Island No. 10 (p. 406), and drove them from Fort Pillow. Meantime *Farragut* entered the Mississippi from the Gulf (see p. 463), passed Forts Jackson and St. Phillip, captured New Orleans, and sent Commodore Davis up the river to take Memphis. Memphis fell June 6th, 1862, and, save for Vicksburg, the Mississippi was open to navigation. When the year closed, the Confederates had been driven to the E. into the mountains of Tennessee, where (Dec. 31st, 1862-Jan. 2nd, 1863) was fought the desperate and bloody battle of Murfreesboro'. The Union troops won, and the Confederate army fell back to Chattanooga (p. 425).

With the Army of the Potomac meantime all had gone ill. The affair at Bull Run in July, 1861, had been followed by the transfer of the army to McClellan. But McClellan wasted time, wore out the patience of the North, and forced Lincoln to issue General Order No. 1 for a forward movement of all the armies on Feb. 22nd, 1862. Obedient to this McClellan began his 'Peninsula Campaign' against Richmond, was out-generaled by Lee, and was superseded by *Pope.* In the second battle of Bull Run (p. 417) Pope suffered so crushing a defeat that Lee ventured to cross the Potomac, enter Maryland, and encounter McClellan (who had been re-appointed) on the field of Antietam (p. 429). In that battle Lee was beaten and fled across the Potomac. But McClellan failed to follow up the victory and was removed, the command of the Army of the Potomac passing to *Burnside.* Burnside led it across the Potomac and the Rappahan-

nock and on Dec. 13th, 1862, lost the battle of Fredericksburg (p. 408). For this he was replaced by *Hooker*, who, May 1st-4th, 1863, fought and lost the battle of Chancellorsville (p. 408). Lee now again took the offensive, crossed the Potomac, entered Pennsylvania, and at Gettysburg met the Army of the Potomac under *Meade* (p. 408). On that field was fought the decisive battle of the war. Then (July 1st-4th, 1863) the backbone of the Confederacy was broken, and the two armies returned to their old positions in Virginia.

While Meade was beating Lee at Gettysburg, *Grant* captured Vicksburg (July 1st-3rd, 1863; see p. 401). For this he was sent to command the army of *Rosecrans*, then besieged by *Bragg* at Chattanooga (p. 425). Again success attended him and, in Nov., he stormed Lookout Mountain, defeated Bragg in the famous 'Battle above the Clouds' (p. 425), and drove him in disorder through the mountains. For these signal victories he was raised to the rank of Lieutenant-General (in 1864) and placed in command of the Armies of the United States.

That year is memorable for the great march of *Sherman* to the E. from Chattanooga to the sea (p. 440), for the victories of *Sheridan* in the Valley of the Shenandoah (p. 429), for the Wilderness Campaign of Grant (p. 408), the shutting up of Lee in Richmond, and by the re-election of Lincoln. His competitor was *General McClellan*, whom the northern Democrats put foward on the platform that the war was a failure and that peace should be made with the South. In the spring of 1865 came the retreat of Lee from Richmond, and on April 9th, his surrender at Appomattox Court House (p. 417). On April 15th, 1865, Lincoln was assassinated (p. 322), and *Andrew Johnson* became President.

With the succession of Johnson the era of Reconstruction, political and social, begins. The outcome of political reconstruction was the 13th, 14th, and 15th amendments to the Constitution of the United States, the impeachment of Andrew Johnson, and a long list of acts to protect and assist the Freedmen of the South. The outcome of social reconstruction was the rise of the Ku Klux Klan, the passage and use of the Force Act, and the dreadful condition of affairs which ruined the South for a decade.

In the North the effect of such measures was to split the Republican party and put seven Presidential candidates in the field in 1872. One represented the Temperance party; another the Labour party, denouncing Chinese labour and the non-taxation of Government land; a third was the Liberal Republican, demanding union, amnesty, and civil rights, accusing Grant of packing the Supreme Court in the interests of corporations, and calling for a repeal of the Ku Klux Laws. The Liberal Republicans having chosen *Horace Greeley* as their candidate, the Democrats accepted and endorsed him. But he pleased neither party and the discontented Liberals and the discontented Democrats each chose a candidate of their

own. The Republicans nominated Grant and elected him. His second term (1873-77) was the nadir of our politics, both State and National, and ended with the disputed election and the rise of the Independent or 'Greenback Party', demanding the repeal of the Act for the resumption of specie payments and the issue of United States 'greenback' notes, convertible into bonds, as the currency of the country. Double returns and doubtful returns from the S. States put the votes of thirteen electors in dispute. As the House was Democratic and the Senate Republican, the joint rule under which the Electoral votes had been counted since 1865 could not be adopted. A compromise was necessary and on Jan. 29th, 1877, the Electoral Commission of five Senators, five Representatives, and five Judges of the Supreme Court was created to decide on the doubtful returns. Of the fifteen eight were Republicans and seven Democrats, and by a strict party vote the thirteen Electoral votes were given to the Republicans and *Rutherford B. Hayes* declared elected.

The memorable events of his term (1877-81) were the resumption of specie payments on Jan. 1st, 1879; the passage of the Bland Silver Bill, restoring the silver dollar to the list of coins, making it legal tender, and providing for the coinage of not less than 2,000,000 nor more than 4,000,000 each month; and the rapid growth of the National or Greenback-Labour party. Hayes was followed in 1881 by *James A. Garfield*, whose contest with the Senators from New York over the distribution of patronage led to his assassination by the hand of a crazy applicant for office. *Chester A. Arthur* then became President, was followed in 1885 by *Grover Cleveland*, who was succeeded in 1889 by *Benjamin Harrison*, who was in turn succeeded in 1893 by Grover Cleveland. In 1897 *William McKinley* became President, and his first period of office was signalized by a war with Spain (1898) and the advent of the United States as a Colonial Power. McKinley was re-elected in 1901 but was soon after assassinated by an anarchist, thus making way for the vice-president, *Theodore Roosevelt*. Among the chief events during the presidency of Theodore Roosevelt were the recognition by the United States of the newly created Republic of Panama (Nov., 1903), the consequent construction of the Panama Canal, and the holding of the Louisiana Purchase Exposition at St. Louis in 1904, to commemorate the great extension of territory mentioned at p. xxxviii.

States and Territories of the United States.

	States.	Area in sq. M.	Pop. in 1900
1.	Alabama (Ala.)	51,540	1,828,697
2.	Arkansas (Ark.)	53,045	1,311,546
3.	California (Cal.)	158,172	1,485,053
4.	Colorado (Colo.)	103,645	539,700
5.	Connecticut (Ct.)	4,845	908,420
6.	Delaware (Del.)	1,960	184,735
7.	Florida (Fla.)	54,240	528,542
8.	Georgia (Ga.)	58,980	2,216,331
9.	Idaho (Idaho)	84,290	161,772
10.	Illinois (Ill.)	56,000	4,821,550
11.	Indiana (Ind.)	35,910	2,516,462
12.	Iowa (Ia.)	55,475	2,231,853
13.	Kansas (Kan.)	81,700	1,470,495
14.	Kentucky (Ky.)	40,000	2,147,174
15.	Louisiana (La.)	45,420	1,381,625
16.	Maine (Me.)	29,895	694,466
17.	Maryland (Md.)	9,860	1,188,044
18.	Massachusetts (Mass.)	8,040	2,805,346
19.	Michigan (Mich.)	57,430	2,420,982
20.	Minnesota (Minn.)	79,205	1,751,934
21.	Mississippi (Miss.)	46,340	1,551,270
22.	Missouri (Mo.)	68,735	3,106,665
23.	Montana (Mont.)	145,310	243,329
24.	Nebraska (Neb.)	76,840	1,066,300
25.	Nevada (Nev.)	109,740	42,335
26.	New Hampshire (N. H.)	9,005	411,588
27.	New Jersey (N. J.)	7,525	1,883,669
28.	New York (N. Y.)	47,620	7,268,894
29.	North Carolina (N. C.)	48,580	1,893,810
30.	North Dakota (N. D.)	70,195	319,146
31.	Ohio (O.)	40,760	4,157,545
32.	Oregon (Ore.)	94,560	413,536
33.	Pennsylvania (Pa.)	44,985	6,302,115
34.	Rhode Island (R. I.)	1,053	428,556
35.	South Carolina (S. C.)	30,170	1,340,316
36.	South Dakota (S. D.)	76,850	410,570
37.	Tennessee (Tenn.)	44,750	2,020,616
38.	Texas (Tex.)	262,290	3,048,710
39.	Utah (Utah.)	82,190	276,749
40.	Vermont (Vt.)	9,135	343,641
41.	Virginia (Va.)	40,125	1,854,148
42.	Washington (Wash.)	66,880	518,103
43.	West Virginia (W. Va.)	24,645	958,800
44.	Wisconsin (Wis.)	54,450	2,069,042
45.	Wyoming (Wyo.)	97,575	92,531
	Territories.		
	Arizona (Ariz.)	112,920	122,931
	New Mexico (N. Mex.)	122,460	195,310
	Oklahoma (Okla.)	38,830	398,331
	Indian Territory (I.T.)	31,000	392,060
	District of Columbia (D. C.)	60	278,718
	Alaska	590,884	63,592
	Hawaii	6,449	154,001
	Total:	3,567,563	76,212,168

Presidents of the United States.

1. George Washington 1789-97.
2. John Adams 1797-1801.
3. Thomas Jefferson 1801-09.
4. James Madison 1809-17.
5. James Monroe 1817-25.
6. John Quincy Adams 1825-29.
7. Andrew Jackson 1829-37.
8. Martin Van Buren 1837-41.
9. William H. Harrison 1841.
10. John Tyler 1841-45.
11. James K. Polk 1845-49.
12. Zachary Taylor 1849-50.
13. Millard Fillmore 1850-53.
14. Franklin Pierce 1853-57.
15. James Buchanan 1857-61.
16. Abraham Lincoln 1861-65.
17. Andrew Johnson 1865-69.
18. Ulysses S. Grant 1869-77.
19. Rutherford B. Hayes 1877-81.
20. James A. Garfield 1881.
21. Chester A. Arthur 1881-85.
22. Grover Cleveland 1885-89.
23. Benjamin Harrison 1889-93.
24. Grover Cleveland 1893-97.
25. William McKinley 1897-1901.
26. Theodore Roosevelt 1901.

X. Constitution and Government of the United States

by *James Bryce*,

Author of 'The American Commonwealth'.

The United States form a Federal Republic — that is to say, a Republic created by the union of a number of separate commonwealths, each of which retains some powers of government though it has yielded others to the Federation as a whole. The circumstances under which this Union took place have been already described in the historical sketch. It was established by the adoption of an instrument called the Constitution drafted by a Convention which met at Philadelphia in 1787, accepted and ratified by the (then 13) States in the years 1788-91. The Constitution prescribes (1) the structure of the Federal Government and the respective functions of its several parts, (2) the powers of the Federal Government and restrictions imposed upon it, (3) the relations of the Federal Government to the States and of the States to one another, (4) certain restrictions imposed upon the States. It does not specify the powers of the States, because these are assumed as pre-existing; the States when they created the Federal Government having retained for themselves most of the powers which they previously enjoyed.

The Constitution is the supreme law of the land, binding everywhere upon all authorities and persons. It can be altered in either of two ways: (a) The Federal Legislature may by a two-thirds vote in each of the two Houses prepare amendments and send them to the States. If ratified by the State Legislatures or by Conventions (*i.e.* assemblies elected by the people for the purpose) in three-fourths of the States, they take effect and become part of the Constitution. (b) The legislatures of two-thirds of the States may require the Federal Legislature to call a Constitutional Convention to prepare amendments to the Constitution. These amendments when ratified by three-fourths of the State Legislatures or State Conventions (as the case may be), take effect as parts of the Constitution. Fifteen amendments have been actually made, all drafted by the Federal Legislature and ratified by the State Legislatures. As the States created the Federation and as they still exercise most of the ordinary functions of government, it is convenient to describe them first.

The States and their Government. There are now 45 States in the Union. Although differing very greatly in size, population, and character, they have all of them the same frame of government. In all of them this frame is regulated by a constitution which each State has enacted for itself and which, being the direct expression of the popular will, is the supreme law of the State, binding all authorities and persons therein. Such a constitution always contains a so-called Bill of Rights, declaring the general principles of the government and the primordial rights of the citizen, and usually contains also a great number of administrative and financial regulations

belonging to the sphere of ordinary law. The habit has grown up of late years of dealing, by means of these instruments, with most of the current questions on which public opinion calls for legislation. These constitutions are often changed by amendments which (in most States) are passed by the Legislature by certain prescribed majorities and then submitted to the vote of the people. When it is desired to make an entirely new constitution, a special body called a Convention is elected for the purpose, and the instrument drafted by it is almost invariably submitted to the people to be voted upon.

State Governments. The Legislature. In every State the Legislature consists of two bodies, both alike elected by the people, though in districts of different sizes. The smaller body (whose members are elected in the larger districts) is called the Senate and varies in number from 9 to 51. The larger body is usually called the Assembly or House of Representatives and varies in number from 21 to 321. The suffrage has now everywhere been extended to all adult males who have resided in a certain (usually a short) period within the State. In three States (Wyoming, Colorado, and Utah) it is enjoyed by women also and in several women vote at municipal or school committee elections. The Senate is usually elected for four years — sometimes, however, for three, two, or even one. The House is usually elected for two years. Both Houses have similar powers, save that in most States Money Bills must originate in the House of Representatives. The powers of these Legislatures are limited, and in the case of the newer constitutions very strictly limited, by the State Constitution. If they pass any statute contravening its provisions, or infringing any of the restrictions it has imposed, such a statute is void. All members of State Legislatures are paid, usually at the rate of about $ 5 a day. They are generally required by law and almost invariably required by custom to be resident in the district from which they are chosen.

These legislative bodies are not greatly respected, nor is a seat in them greatly desired by the better class of citizens. In a few States, such as New York, Pennsylvania, and Louisiana, there is a pretty large proportion of corrupt members.

The State Executive. In every State the head of the Executive is the Governor, elected by popular vote for a term of (rarely one) usually two, three, or even four years. He receives a salary of from $ 1000 to $ 10,000. He is responsible for the execution of the laws and the maintenance of order in the State, whose militia he commands. He has, except in four States, the right to veto any bill passed by the Legislature, but the bill may be re-passed over his veto by a majority (usually two-thirds) in both Houses. He is assisted by a Secretary of State and several other officials, who, however, are not named by him but elected directly by the people.

The State Judiciary. In eight States the Judges are appointed by the governor; in all the rest they are elected either by the people

or (in five States) by the State Legislature for terms varying, for the Superior judges, from two to twenty-one years, eight to ten years being the average. In four, however, they hold for life. Their salaries range from $2000 to $10,000 per annum, but in most states do not exceed $5000. Such salaries, coupled with the uncertainty of re-election, have been found too small to attract the best legal talent, and complaints are often made that the Bench is not as strong as the Bar which practises before it. Corruption, however, is rare, especially among the judges of the higher courts. There have not been more than three or four States in which it has been proved to exist, and in some of these it does not exist now. It is, of course, the function of the Courts to determine, when a case comes before them, the validity or invalidity of a State Statute which is alleged to transgress any provision of the State Constitution. Very frequently they are obliged to declare such statutes to be unconstitutional; and in this way the Legislature is effectively restrained from destroying the securities which the Constitution provides.

Local Government, Rural and Urban. The organization of local government is within the province of State Legislation and there are many differences between the systems in force in different States. As regards the cities (the term applied in America to any municipality), the scheme of government is usually as follows.

There is always a Mayor, the head of the executive, elected for one, two, or three years, receiving a substantial salary, and charged with the maintenance of order and general oversight of municipal affairs. There is always a legislature, consisting either of one or of two representative bodies elected for short terms, generally in wards, and (in most cases) receiving salaries. The other officials, including the police justices and local civil judges, are either elected by the people or appointed by the Mayor, with or without the concurrence of the Legislature. The tendency of late years has been to vest larger and larger powers in the Mayor. In some cities there is a distinct board of Police Commissioners (sometimes appointed by the State), and in most the management of the Public Schools is kept distinct from the rest of the municipal government and given to a separately elected School Committee.

As regards Rural Government, two systems may be distinguished, in the one of which the township, in the other the county, is the administrative unit.

The township, called in the New England States the Town, is a small district corresponding roughly to the Commune of France, or the Gemeinde of Germany. Its area is in the Western States usually 36 sq. M. and its average population from 500 to 2000. Its inhabitants choose annually a small number (usually six or seven) of officials, who manage all local affairs, roads, police, poor relief, and (in some States) sanitary matters, collect local taxes for these purposes, and also choose one or more local justices. In the New

England States and in most parts of the West the inhabitants are accustomed to meet at least once in spring, in some places several times a year, to receive the reports of their officers, vote the taxes, and pass resolutions upon any other business that may be brought before them. This gathering is called the Town Meeting. Schools are usually managed by a separate School Committee, but sometimes by the township officers.

Above the township stands the county, whose area averages (in the Western States) 5-600 sq. M. In the older States it is usually smaller. Its business is administered by a board of (usually) three to five persons, elected annually and receiving small salaries. The county has charge of prisons, lunatic asylums, main roads, and in some States of the alms-houses provided for relief of the poor. In other States this function is left to the townships, which administer a little out-door relief. Pauperism is not a serious evil except in the large cities; in most rural districts it scarcely exists.

This Township and County System prevails over all the Northern and Middle States and is on the whole purely and efficiently administered.

In the other parts of the Union, *i.e.* in all or nearly all of the former Slave States, there are no townships; the unit of government is the county, to whose yearly elected officers all local business whatever is intrusted. The Southern counties are generally somewhat larger but not more populous than those of the Northern States. Local government is altogether less developed and less perfectly vitalised in this part of the country, but within the last twenty years sensible progress has been made — least, of course, in the districts where the coloured population is largest, such as Louisiana, Mississippi, and South Carolina. Townships are beginning to appear in some States and the growth of education makes the School Districts and Committees an important factor in giving the people interest in local affairs.

The Americans are as a rule well satisfied with their system of rural local government, which in many respects might serve as a model to Europe, being more free and popular than that of Germany or France or Italy, more complete than that of England. With their municipal government on the other hand the liveliest discontent exists. The larger cities especially have in most cases fallen into the hands of unscrupulous gangs of adventurers, commonly known as Rings, who monopolise the offices and emoluments, job the contracts for public works, incur large debts for the city, and in some few cases enrich themselves by plundering the public funds, while occasionally securing impunity by placing their creatures and dependents in judicial posts.

Many attempts have been made to bring about reforms by changing the frame of municipal government, but so far no great success has been attained. The root of the evil seems to lie partly in the

presence in these great cities of a vast multitude of ignorant voters — mostly recent immigrants from Europe — who, since they pay little or no direct taxation, have no interest in economy; and partly in the indifference of the better class of citizens, who are apt to neglect the duty of voting at municipal elections, or when they do vote condone the faults of a Ring which professes to belong to their own political party. The smaller cities, down to those with a population of from 8000 to 10,000, present similar though less glaring faults; and on the whole it may be said that municipal government is the one conspicuous failure of American democracy.

Distribution of Powers between the States and the Federal Government. When the people of the United States created the Federal Government by the adoption of the Constitution, the States retained in their own hands all power, authority, and jurisdiction which was not delegated to the Federal Government. Accordingly the field of State action remains not only wide but undefined. It includes the maintenance of law and order within the State, control of the State militia and police, the organization of local government both urban and rural. The whole field of ordinary law as well civil as criminal, comprising the law of marriage and other family relations, of property and inheritance, of contracts and torts, of offences at common law or otherwise, is within the scope of State legislation. So also is the law relating to trade within the State, including the law of corporations and the regulation of railways and canals, as well as the control of education, charities, the care of the poor, and matters pertaining to religion. The State courts have of course a jurisdiction commensurate with the sphere of State legislation; *i.e.* they try all causes arising under State law and punish all offences against it. The State has also an unlimited power of taxing all persons and property (except as hereinafter mentioned) within its area, of borrowing money, and of applying its funds as it pleases.

The powers and jurisdiction of the Federal Government on the other hand are restricted, being those, and no others, which have been either expressly or by implication conferred upon it by the Federal Constitution. They therefore admit of being specified and are the following.

Control of the Conduct of War.
Relations with Foreign States.
Offences against International Law.
Army and Navy.
Commerce with other Countries and between the States.
Post Offices and Post Roads.
Patents and Copyright.
Duties of Custom and Excise.
Coinage and Currency; Weights and Measures.
Naturalization;

with the power of imposing and inflicting penalties for offences connected with the matters foregoing.

On all these subjects the Federal Legislature has the exclusive right of legislating, and the Federal Executive and Judiciary have, of course, the right and duty of enforcing such legislation. There are also a few subjects, including bankruptcy, which the Federal Legislature may deal with, but which, if left untouched by Federal

Statutes, State legislation may regulate. There was at one time a uniform Federal bankrupt law; at present there is none, and the matter is regulated by each State in its own way.

Besides this allotment and division of power, the Constitution imposes certain restrictions both on the Federal Government and on the State Governments. The former is disabled from suspending the writ of *habeas corpus* or passing an *ex post facto* law, from abridging the freedom of speech or of the press, or the right of bearing arms, from making certain changes in legal procedure, from giving any commercial preference to any particular State, from establishing or prohibiting any religion. Each State, on the other hand, is restrained from making any treaty or taking other international action; from coining money or making anything but gold or silver coin legal tender; passing any *ex post facto* law or law impairing the obligation of contracts; setting up any but a republican form of Government; maintaining slavery; denying the right of voting in respect of race, colour, or previous condition of servitude; abridging the privileges of a U. S. citizen or denying to any person within its jurisdiction the equal protection of the laws; depriving any person of life, liberty, or property without due process of law. Neither can any State, except with the consent of the Federal Legislature, impose any duty on exports or imports, or keep ships of war or troops (except its own militia) in time of peace.

Where there is a doubt as to whether a particular power is possessed by one or other authority, the legal presumption is in favour of its being possessed by a State, because the original States were all of them self-governing commonwealths with a general power over their citizens; while the legal presumption is against the Federal Government, because the powers it has received have been enumerated in the Federal Constitution. However it is not deemed necessary that these powers should have been all expressly mentioned. It is sufficient if they arise by necessary inference.

Structure of the Federal Government. The Federal Government consists of three departments or organs, which the Constitution has endeavored to keep distinct: *viz.*, the Legislature, the Executive, and the Judiciary. The powers of these three extend over every part of the country alike, but of course touch those matters only which lie within the purview and competence of the Federal Government.

The Legislature. The Federal Legislature, called Congress, consists of two chambers — the Senate and the House of Representatives. The Senate is composed of two persons from each State: *i.e.*, at present of 90 persons, and is presided over by the Vice-President of the United States. Senators are chosen in each State by the legislature thereof, a circumstance which has largely contributed to cause those bodies themselves to be elected on the lines of the great national parties. Each senator sits for six years, and one-third of the body go out of office every two years, being of course re-eligible. The Senate,

besides its legislative powers, which are equal to those of the House (except in one point, *viz.:* that Money Bills must originate in the House), has also two important executive powers. One of these is the right of approving or rejecting nominations to office made by the President, a right which is freely exercised except as regards Cabinet offices, which custom leaves entirely within the President's discretion. The other is the power of approving treaties, which must be submitted by the President to the Senate and are not valid until ratified by a majority of two-thirds of the Senators present. The Senate has also the judicial power of sitting as a High Court to try impeachments preferred by the House of Representatives against the President or any other of the great officials, including the Federal Judges. When the Senate sits in this capacity the Chief Justice of the United States presides. A majority of two-thirds is required for conviction. Andrew Johnson is the only President who has ever been impeached (1867), and in his case the requisite majority was not obtained.

The post of Senator, being dignified, powerful, and comparatively permanent, is much sought after and is indeed the chief object of ambition to successful members of Congress or pushing State politicians. It is these attractions rather than the method of indirect election by the State legislatures, which have drawn so much political ability into the Senate. At present many of the Senators are men of great wealth and some of them are accused of having made their way into it chiefly by their wealth, the State legislatures being not infrequently open to this kind of influence. It has often been proposed to vest the election directly in the people of each State, and probably this would be a better method than the present. Although the States differ vastly in size and importance, the Senators from the small States exert as much influence as those from the greatest, being indeed often superior in ability to the latter.

The House of Representatives consists at present of 386 persons elected by districts of nearly equal size, the boundaries of the districts being in each State determined by State legislation. The members are elected for two years, elections being always held in the November of a year bearing an even number; *e.g.* 1900, 1904, 1908. Members are almost invariably chosen from the district in which they reside. Like the Senators, they receive a salary of $5000 a year, besides mileage (travelling expenses). They are (especially in the North and West) less frequently re-elected than is the case with Senators; and it generally happens that about one-half of the members of each House have not sat in the preceding House. Usually more than half of the members belong to the legal profession, though many of these do not practise law. Although elected in November, a new House does not come into existence till the 4th March following and is seldom summoned by the President to meet until the December of the same year. The first function of a House is to choose its Speaker, who always belongs to the majority and is permitted to use all the func-

tions of the Chair in the interests of his party. Having a large control over the conduct of business and the function of nominating all the committees of the House and assigning to each its chairman, his power is very great. All bills are referred after second reading, which is given as a matter of course, to one of the standing committees, of which there are usually at least fifty, each of from 3 to 16 members, and if reported back by the committee is considered in committee of the whole House when time can be found for the purpose. As the number of bills brought into each Congress now reaches or exceeds twenty thousand, many are not reported back, and a great many more are never taken up, or if taken up are not completed, by the House. The chairmanships of the chief committees such as those on Ways and Means, Appropriations, Rivers and Harbours, Foreign Relations, and Judiciary, are important posts which carry great influence and are much desired by leading men. There are also a considerable number of select committees appointed from time to time to deal with special questions. (A similar system of Committees prevails in the Senate, where, however, the Committees are appointed not by the presiding officer but by the Senate itself.) The House has a power of closing its debates and coming to a division by voting the 'previous question', and uses this power freely. In the Senate no similar power exists. In each body the presence of one-half of the total number is required to make a quorum.

Both the Senate and the House have the power of holding secret sessions; and this power is frequently exercised by the former, especially when the confirmation of appointments is under consideration.

Although Congress attempts much, it accomplishes comparatively little. The opportunities for delaying business are manifold; there is little recognized leadership, and therefore many cross-currents; the two Houses often differ, throwing out or amending in material points one another's bills. In these conflicts the Senate more often prevails than the House does, because it is a smaller and on the whole a better organized body. There is little direct corruption in either House, but a good deal of demagogism and of what is called 'log-rolling', this form of evil being extended by the enormous number of bills relating to particular persons, places, or undertakings, which are promoted in the interests of private individuals and are pushed by the miscellaneous crowd of unrecognized agents called the 'Lobby'. In each House each of the great parties is in the habit of holding from time to time party meetings to determine its policy in the House, and the decisions of the majority at such meetings are deemed binding on the members and usually obeyed. This is called 'going into caucus'.

The Executive. The President of the United States is chosen by persons who are elected in each State for that purpose and that purpose only. In every State the voters (*i.e.* the same voters as those who elect members of Congress) elect on the Tuesday after the first Monday in November every fourth year a number of Presidential electors equal to

the total representation of the State in Congress (*i.e.* two Senators *plus* so many members of the House of Representatives). Thus New York has 36 Presidential Electors, Pennsylvania 32, Delaware and five other small States only three each. These Electors meet subsequently and vote for the President. Should no person voted for receive a majority of the votes of all the electors appointed, the choice of a President goes over to the House of Representatives, which elects by States, each State having one vote only, and an absolute majority being required. Although it was originally intended that the Presidential electors should be free to choose whatever person they thought best, it has long since become the rule that they shall vote for the candidate nominated by the party which has chosen them as electors; and they are in fact nothing more than a contrivance by which the people, that is, the party which commands a majority of votes, chooses the President. However, as the election takes place by States, and as even a very small popular majority in a particular state can throw the whole electoral vote of that State for one candidate, while in one or more other States a very large popular majority can do no more than throw the electoral vote of the State for the other candidate, it sometimes happens that the candidate who gets the majority of the electors' votes, and is therefore chosen, has not obtained a majority of the total popular votes cast. Another consequence of this device is that whereas the contest is always very keen in States where parties are equally balanced, it is quite languid where one party is known to have a majority, because the greater or smaller size of that majority makes no difference in the general result over the whole Union. The Presidential electors are now usually chosen by a popular vote all over each State, but they were at one time chosen by the State Legislatures, and also for a time, in many States, by districts. Michigan has recently reintroduced the district plan.

The President must be thirty-five years of age and a native citizen of the United States. He is legally re-eligible any number of times, but custom (dating from George Washington) has established the rule that he must not be re-elected more than once. He receives a salary of $50,000 (10,000*l.*).

The President's executive duties are of five kinds:

(a). He is commander-in-chief of the Army and Navy (and of State militia when in Federal service) and commissions all officers.

(b). He appoints all the chief and many minor officials, but the consent of the Senate is required, and is sometimes withheld, except to what are called Cabinet offices.

(c). He has a general supervision over the whole Federal administration and the duty of seeing that the (Federal) laws are duly executed. Should disorder arise anywhere which the State authorities are unable to suppress, they may invoke his aid to restore tranquillity.

(d). He conducts the foreign policy of the nation, and negotiates

treaties, which, however, require the approval of the Senate. The power of declaring war rests with Congress.

(e). He may recommend measures to Congress, and has the right, when a bill passed by Congress is sent to him, of returning it with his objections. If in both Houses of Congress it is again passed by a majority of two-thirds in each House, it becomes law notwithstanding his objections; if not, it is lost. This so-called Veto power has been largely exercised, especially by recent Presidents. Between 1884 and 1888 no fewer than 304 bills, most of them private or personal bills, were vetoed, and very few were repassed over the veto.

The Administration or Cabinet consists at present of nine ministers, *viz.*: Secretary of State (who has the conduct of foreign affairs), Secretary of the Treasury (Finance Minister), Secretary of War, Attorney General (Minister of Federal justice as well as legal adviser), Secretary of the Navy, Postmaster General, Secretary of the Interior (with charge of Indian Affairs, of the management of the public lands, and of pensions), Secretary of Agriculture, Secretary of Commerce and Labour. None of these, nor any other officer of the Government, can sit in Congress. They are appointed and dismissible by the President, and are primarily responsible to him rather than to Congress, which can get rid of them only by impeachment, a process applicable rather to specific offences than to incompetence, and not applicable at all to mere divergence of policy from that which the majority of Congress desires. The Cabinet is therefore something quite different from what is called a cabinet in European countries. It does not relieve the President of responsibility; he may consult it as much or as little as he pleases, and he need not be guided by its advice.

The Federal Judiciary. There are four sets of Federal Courts:

(a). The District Courts, 82 in number, in which the District Judges sit, receiving salaries of $ 6000.

(b). The Circuit Courts, held in the nine judicial circuits, and served by the Circuit judges, now 27 in number (salary $ 7000), together with a judge of the Supreme Court, one such judge being allotted to each circuit.

(c). The Circuit Courts of Appeal, entertaining appeals from the District or Circuit Courts.

(d). The Supreme Court, consisting of a Chief Justice and eight puisne justices who sit at Washington and have original jurisdiction in cases affecting ambassadors, or where a State is a party to the suit. In other cases they are a Court of Appeal from inferior Federal Courts. The salary is $ 12,500 ($ 13,000 for the Chief Justice).

All these judges are appointed by the President with the consent of the Senate, and hold office for life, unless removed by impeachment. Only four have ever been impeached, and two of these were acquitted. A place on the Supreme Bench is much desired and prized; and the permanence of tenure secures a pretty high average

of knowledge and capacity, considering the smallness of the salaries paid also in the inferior Federal courts.

The jurisdiction of the Federal Courts extends over the whole Union, but is limited to certain classes of cases, civil and criminal, the most important whereof are the following.

Cases affecting ambassadors and other foreign ministers, cases of admiralty and maritime jurisdiction, controversies to which the United States shall be a party, controversies between States, or between citizens of different States, or between a State, or any of its citizens, and any foreign State or its subjects or citizens, cases arising under the Federal Constitution, or some law or treaty duly made by the Federal government. If, as frequently happens in the three last-mentioned sets of cases, the action has begun in a State Court, there is a full right to have it removed into a Federal Court, and this may be done even in an action which was supposed to involve questions of State Law only, if in the course of the proceedings some point of Federal Law arises. The result is to secure to the Federal Courts the cognizance not only of all international and inter-State questions, but also of all those which in any way depend upon Federal Legislation. Thus the arm of the National Government is extended over the whole Union, each Federal Court having an officer called the U.S. Marshal to execute its judgments, and being entitled to demand the aid of the local authorities in case of resistance.

There is nothing special or peculiar in the powers of the Supreme Court, or of the American Federal Courts generally; nor have they, as is sometimes supposed, a right to review and annul the acts either of Congress or of the State Legislatures. The importance of their functions arises from the fact that in the United States the Constitution is the supreme law of the land everywhere, so that if any Statute passed by Congress, or any Constitution enacted by a State, or any Statute passed by a State Legislature, conflicts with the Federal Constitution, such Statute or State Constitution is as a matter of law invalid and null, and must be treated as such by all persons concerned. The authorities whose function it is to ascertain and determine whether it does or does not conflict with the Federal Constitution are the Courts of Law; and as the Supreme Federal Court is the highest court of appeal in all questions involving the Federal Constitution, all important and difficult cases are carried to it and its decision is final. The Courts, and especially the Supreme Court, of each State exercise a similar function in cases where a State Statute is alleged to be in conflict with a State Constitution, the latter, of course, as being a law of higher degree, prevailing against the former. No court, however, pronounces upon the validity of a law unless in an action or other regular legal proceeding between parties, for the decision of which it becomes necessary to settle whether or no the law is valid. (In a few States, the Governor or the Legislature may consult the Supreme Court on constitutional

points, but the opinions so given by a Court are not deemed to be binding like a judgment in an action.) As in all questions of Federal Law the State Courts are bound to follow and apply the decisions of the Federal Courts, so also in all questions of State Law, when these come before a Federal Court, such Court ought to follow and apply the decisions of the highest court of the particular State in question. That is to say, the Federal Courts are not higher than the State Courts, but have a different sphere of action, nor are they, except as regards questions arising under the Federal Constitution, called to overrule decisions of the State Courts.

General Working of the Federal Government. The salient feature of the Federal or national Government is that it consists of three departments, each designed to work independently of the other two. Thus the Federal Executive, the President and his Ministers, are independent of Congress. The President is elected (indirectly) by the people, and cannot be displaced by Congress (except by impeachment). The Ministers are appointed by the President, and cannot be dismissed by Congress nor even restrained in their action, except in so far as legislation may operate to restrain them; and as Congress is debarred from intruding into certain administrative details, its legislation cannot reach these. The President cannot dissolve Congress, which is elected for a fixed period, and cannot check its legislation, if there is a majority of two-thirds against him in both Houses. The conduct of foreign affairs, however, and the making of appointments belong partly to him and partly to the Senate, so that in this sphere he and one branch of Congress are closely associated. The third department, the Judiciary, is independent of the other two, for though its members are appointed by the President with the consent of the Senate, they cannot be ejected from office except by impeachment. All these departments are deemed to derive their respective powers directly from the people, Congress and the President by election, the Judges from the Constitution which the people enacted and which it is their duty to interpret. Thus the principle of Popular Sovereignty is consistently carried out. That principle is, however, even more conspicuous in the State Governments, because in them not only are all the leading officials directly elected by the people, and (in the great majority of the States) the judges also, but also because the people constantly legislate directly (without the intervention of the State Legislatures) by enacting State constitutions or constitutional amendments. Although, however, in this aspect the Federal Government (and still more the State Governments) may appear to be very democratic, the following important restrictions have been provided to prevent sudden or violent change. (a) The Legislature, which is the strongest power, is divided into two coördinate and jealous houses. (b) The Legislature is further restrained by the veto of the President. (c) The Legislature is limited to certain subjects and disabled from certain kinds of action. (d) The President

is held in check by Congress, which can refuse money, and by the Senate in foreign affairs and appointments. (e) He has, moreover, only a very small standing army at his disposal.

Conjoint Working of the Federal and State Governments. Although the Federal Government is in constant action by its laws, its officials, and its judges over the territory included in the States, comparatively little friction arises between the two sets of authorities. As respects elections, all State elections are conducted under State laws, Federal elections to some extent under Federal laws, so far as these have prescribed certain rules, but chiefly under State laws, because Congress has left many points untouched. As regards finance, all direct taxation is imposed by the State Legislatures, while the Federal Government raises its revenue by duties of customs and excise. The chief difficulties which have been felt of late years are connected with the divergences of law between the different States, especially as regards marriage and divorce, and with the control of commerce and the organs of transportation, especially railroads. The Federal Government can legislate only with regard to trade between the States and to navigable waters within more than one State and railroads so far as they carry traffic between States. Many intricate problems have arisen as to the respective scope of Federal and State action on such matters; but these have, since the Civil War, been peaceably adjusted by the Courts as interpreters of the Constitution.

Extra-State Dominions of the United States. Washington, the capital of the Union, stands in a piece of ground comprising 70 sq. M. which has been set apart as the seat of Federal Government, and is governed by three Commissioners appointed by the President. It is called the Federal District of Columbia. Alaska (purchased from Russia in 1867) is also directly governed by Federal officials (named by the President) and by statutes of Congress. As its population originally consisted almost entirely of semi-civilized or savage Indians, it has not as yet received any share in the government of the Union (comp. p. 600). The same remark applies to the Indian Territory lying to the W. of the State of Arkansas, where, however, the principal Indian tribes have made great progress in education and settled habits. †

There are also three *Territories* (Arizona, New Mexico, and Oklahoma). The Union is a union of States only, and these districts have not yet been admitted to the dignity of Statehood. Each Territory enjoys local self-government, having a legislature of two Houses which can pass Statutes, subject, however, to the unrestricted authority of Congress to annul them and legislate directly. In each of these there is a Governor appointed by the President; and part of the law in force has been directly enacted by Congress.

Each Territory sends a delegate to the Federal House of Representatives who is allowed to speak but not to vote.

† It seems highly probable that Indian Territory und Oklahoma will soon be combined to form a State of the Union (comp. p. 518).

Practical Working of the Government. The Party System. The character of the political institutions of the country has been so largely affected by the political parties that a few words regarding their organization and methods are needed in order to understand the actual working of the Government

Since the adoption of the Federal Constitution in 1788-89, the people of the United States have been, except for a few years (from about 1818 till 1826), pretty sharply divided into two parties. Occasionally, three or even four parties have appeared; these, however, have been short-lived. From 1789 till 1818 the two great parties were the Federalists and (Democratic) Republicans; the Federalists then disappeared, while from about 1830 till 1854 the Republicans, now called simply Democrats, were opposed by a party called Whigs. In 1856 a new party who took the name of Republicans came into being, carried the Presidential Election of 1860 and have continued until now contending with the Democrats. Minor present parties are the Prohibitionists and the so-called 'Populists' or People's Party (comp. Section ix of Introd.). Both the two great parties have created and maintain themselves by exceedingly strong and well ordered organizations, existing over the whole country as a body of political machinery far more effective than has ever been seen elsewhere. The causes which have made such machinery necessary are chiefly these three.

Elections are very numerous, because all the chief State and City officials and all members of representative assemblies are chosen by the people and chosen for short terms. Even those official posts which are not directly conferred by popular vote, such as all the Federal offices, are usually held at the pleasure of the President or some other high official, who has for the last sixty years been accustomed to appoint members of his own party to them, dismissing those whom he finds on coming into power, if they belong to the opposite party. The desire to have or to retain these posts furnishes a strong personal motive for exertion on behalf of a party, because one's livelihood may depend upon it. Moreover the social equality which prevails generally in America prevents the masses from being disposed to follow men conspicuous by rank, wealth, or intelligence, and makes it necessary to have organizations in order to supply the absence of that spontaneous allegiance and natural grouping which do much to hold parties together socially in the free countries of the Old World. As there are in the United States comparatively few persons with sufficient leisure to devote themselves to political work from purely public motives, it has been thought necessary that this work should be done by those who have a pecuniary interest in the success of their party; and these persons, making such work their profession, have been able to carry this political machine to an unprecedented point of effectiveness.

In every local area which elects an official or a representative

(such as a City Ward or a Rural Township) each of the two great parties has a local association which selects from the resident members of the party a candidate to be run for every elective post or office at the next election. The meeting of the local members of the party which makes this selection is called a Primary Meeting. Where an election is to take place for a wider area (such as a Congressional district or a State Assembly district, or a City) the candidate is selected by a party meeting called a Convention, consisting of delegates from all of the primaries within that area. Where the election is that of the President of the United States, the party candidate is selected by a very large body called the National Nominating Convention, consisting of delegates chosen by Conventions held in the several States. The number of delegates to this greatest of all Conventions is double that of the number of Presidential electors plus two delegates from each Territory.

Very rarely does any candidate offer himself for election to any post unless he has been selected by a Primary or a Convention as the party candidate. Sometimes, however, in local elections (especially in cities) a third organization is created in view of a particular election or group of elections, which nominates what is called an 'Independent' or 'Citizens' candidate, outside the regular organizations of the two great parties. And when a third or fourth party (such as the Prohibitionists or the so-called People's Party) exists, it establishes in that part of the country where it has substantial strength, an organization like that of the Democrats or the Republicans; and nominates its candidates in the same way. Great importance is attached to 'getting the nomination', because a large number of voters in each party are disposed (especially in great cities) to adhere to the candidate whom the organization has chosen, with comparatively little regard either to the precise shade of his opinions or to his intellectual capacity. Great pains are therefore bestowed on securing the nomination, and where there are two local factions within a party, the strife between them over the nomination is often more bitter than that between the hostile parties. Bribery, personation, and even physical violence are sometimes resorted to in order to carry a nomination of delegates in a Primary or of candidates in a Nominating Convention; so that in many States it has been deemed needful to pass laws for regulating these party meetings and preventing corruption or unfairness in connection with them. So, also, when the control of the nomination for the Presidency lies between two prominent and popular party leaders, the Convention is a scene not only of active and protracted intrigue behind the scenes, but of passionate excitement during the voting.

This system of party machinery, and the habit which the voters have of supporting those candidates only whom the official machine nominates, have become one of the main causes of misgovernment in the largest cities. In those cities there is a large poor and com-

paratively ignorant multitude which, since it pays an exceedingly small part of the local taxation, has a very slight interest in economical and prudent administration. It falls easily under the dominion of leaders belonging to its own class who care little for real political issues, but make their living out of the city offices and the opportunities of enrichment which such offices supply, and it votes blindly for the candidates whom these leaders, through their control of the organization, put forward as the 'regular party candidates'. These candidates are, of course, in league with the men who 'run the machine'; and when they obtain office, they reward their supporters by posts in their gift, sometimes also by securing for them impunity from punishment, for in the lower parts of some cities the nominating machinery has fallen into the grasp of cliques which, if not actually criminal, occasionally use criminals as their tools. Another source of the strength of these dangerous elements in politics has lain in the profuse use of money. Bribery has been not uncommon, both in City, State, Congressional, and Presidential elections. Efforts, however, which seem likely to be successful, have lately been made to repress it by the adoption in nearly all the States of laws creating a really secret ballot. Some States have also sought to limit election expenditure; and it may be said generally that the spirit of reform is actively at work upon all that relates to the election system. Intimidation is rare, except in the Southern States, where it is still occasionally, though much more rarely than twenty years ago, practised upon the negroes. Seeing that the great majority of the negro voters are illiterate and possessed of little political knowledge, white men otherwise friendly to the coloured people justify both this and the more frequent use of various tricks and devices as the only remedies against the evils which might follow the predominance of the coloured vote in those States, where the whites are in a minority.

As visitors from Europe, who usually spend most of their time in the great cities, are apt to overestimate these blemishes in the democratic institutions of the U. S., it is well to observe that they are far from prevailing over the whole country, that they are not a necessary incident to democratic institutions but largely due to causes which may prove transitory, and that they do not prevent the government both of the Nation and of the States from being, on the whole, efficient and popular, conformable to the wishes of the people and sufficient for their needs. — There is no *Established Church* in the United States, nor is any preference given by the law of any State to any one religious body over any other body, although such was formerly the case in the older States, and might be now enacted, so far as the Federal Constitution is concerned, in any State. However all the States have, each for itself, pronounced in favour of absolute religious equality and embodied such a provision in their respective constitutions. When questions relating to the temporalities of any ecclesiastical body or person come before the courts of law, they are

dealt with by the ordinary law like other questions of contract and property. Religious feeling seldom enters into political strife, and there is a general desire to prevent its intrusion either in Federal or in State matters.

XI. Aborigines and Aboriginal Remains,

by

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The aboriginal history of the United States divides itself into two chapters, the *Archaeologic* and the *Ethnographic*. The former relates to a period about whose beginning there is much dispute and whose close shades into the latter imperceptibly. The ethnographic chapter opens with the romantic adventures of Ponce de Leon (p. 447) in Florida with the Timucua Indians and is not yet closed.

I. Archæology. The archæologist from abroad will find in the United States no such imposing ruins as meet his eyes everywhere in the Old World. Not even with Mexico or Central America or Peru can the ruins scattered over the Federal Republic enter into competition. The same is true of the age of these relics. It has been both alleged and disputed with vehemence, and that by eminent authorities on both sides, that at Trenton (p. 258), Madisonville and Comerstown in Ohio, Little Falls in Minnesota, Table Mountain in California, and elsewhere, palæolithic man, away back in glacial times, left traces of his existence. But the true remains of antiquity within the borders of the United States are the shell-heaps, bone heaps, and refuse-heaps; the ancient quarries, workshops, and mines; evidences of primitive agriculture; graves and cemeteries; mounds and earthworks; pueblos, cliff-dwellings, and cave-dwellings; trails, reservoirs, and aqueducts; pictographs and sculptures; relics of ancient arts and industries; crania and skeletons belonging to vanished peoples. And these relate to a grade of culture upon which all advanced races once stood. These remains and relics are quite unevenly distributed over the States, just as populations and industrial centres are scattered to-day.

Shell-Heaps, Bone-Heaps, Refuse-Heaps. Along the Atlantic Coast, up and down the great affluents of the Mississippi, on the shores of the Gulf of Mexico and of the Pacific Ocean, are vast accumulations of shells, left by former savage tribes. Mingled with the shells are bones of the dead and the apparatus which they used in their lifetimes. In each locality the mollusks whose remains are discovered were of those species which still abound in the region. The most celebrated shell-heaps are found along the New England shores, in the Chesapeake Bay, throughout Florida, in Mobile Harbour, on the Tennessee River, at Santa Barbara and San Francisco in California, and about the shallows in Washington State. Bone-heaps are

found on the plains of Dakota and are the remains of ancient buffalo feasts. The refuse-heaps are all that is left on ancient Indian camp sites, and there is scarcely a town in the Union that is not near one or more of these old habitations of the past.

Quarries, Workshops, and Mines.† The aborigines of the United States had no other industrial life than that which belongs to the stone age. They quarried quartz, quartzite, novaculite, jasper, argillite, steatite, catlinite, slate, mica, volcanic rocks, always from the best sources of the material. The quarrying was, of course, simply the opening of shallow pits and drifts, by means of the rudests tools of wood, antler, and bone; and in the exercise of the most rudimentary engineering. They blocked out the art product at the quarry, leaving millions of spalls and rejected pieces, which resemble somewhat the so-called palæolithic implements. They manufactured these substances by flaking, chipping, pecking, boring, sawing, and grinding, using as tools hammers, saws, drills, polishers, etc., of stone and other materials at hand. Copper abounded in the W. central states, the raw material coming from Keweenaw and Ontonagon counties, Michigan. This copper was not smelted, but treated as a stone. It was cold-hammered on stone anvils with stone hammers, ground into shape on sandstone, and finished after the manner of a stone implement.†† All the relics of the ancient Americans of this region are of the neolithic type, though the tourist will doubtless be told that this is not true and will be shown all sorts of marvellous things.

Primitive Agriculture.††† Not only are finished implements recovered that must have been used in rude tillage; but, in S. Michigan especially, the whites found that they had been anticipated. Garden beds or rows were discovered, where maize, pumpkins, beans, and other indigenous plants had been cultivated.

Graves and Cemeteries.†††† The best-known antiquities of the United States are the ancient cemeteries, the mounds, and the earthworks. It is very difficult to discover an Indian grave to the E. of the Alleghenies or to the W. of the 100th meridian. Within those limits they occur everywhere. The disposal of the dead was different in all the families of tribes. Inhumation, embalmment, inurning, surface disposal, aërial sepulture, aquatic burial, cremation, all had their advocates and practitioners. The most celebrated cem-

† *Holmes*, Am. Anthropologist, Wash., iii, p. 24, and elsewhere.
Moorehead, Prim. Man in Ohio, N.Y. 1892, Chap. IV.
†† *Whittlesey*, Smithsonian Contributions, Vol. xiii.
††† American Antiquarian, Vols. 1 and 7.
†††† *Yarrow*, Mortuary Customs. I. Am. Rep. Bur. Ethnol., Wash., pp. 87-204, fig. 1-47.
Moorehead, Prim. Man in Ohio, N.Y., 1892, Chap. V. See also *Short*, N. Americans of Antiquity (Harpers).
Archaeol. Explor. Lit. & Sc. Soc. of Madisonville, 1879, p. ii; appendix.
J. Cincin. Soc. Nat. Hist., iii; 1 and 3.
Thruston, Antiq. of Tennessee.
Yarrow, in Wheeler, 'Survey W. of 100th Merid.' VII

eteries are at Madisonville (Ohio), near Nashville (p. 399), and near Santa Barbara (p. 562).

Mounds and Earthworks. The mound and earthwork region includes W. New York, N. W. Pennsylvania, W. Virginia, N. Carolina, S. Carolina, Georgia, Florida, Alabama, Mississippi, Arkansas, Tennessee, Kentucky, Ohio, Indiana, Illinois, Iowa, E. Missouri, S. Michigan, Wisconsin, and Dakota.

'Within this territory are the copper mines of Lake Superior, the salt mines of Illinois and Kentucky, the garden beds of Michigan, the pipe-stone quarry of Minnesota, the extensive potteries of Missouri, the stone graves of Illinois and Tennessee, the workshops, the stone cairns, the stone walls, the ancient roadways, and the old walled towns of Georgia, the hut rings of Arkansas, the shelter caves of Tennessee and Ohio, the mica mines in South Carolina, the quarries in Flint Ridge (Ohio); the ancient hearths of Ohio, the bone beds and alabaster caves in Indiana, the shell-heaps of Florida, oil wells, and ancient mines and rock inscriptions'. [*Peet*, 'The Mound-Builders: their works and their relics' (Chicago; p. 346).]

Both mounds and earthworks are, however, to be seen sparingly everywhere. The largest mounds in the United States are in Illinois, opposite St. Louis (p. 389), and no one should spend a day in that city without taking a trip across the great steel bridge and visiting the *Cahokia Mound* near E. St. Louis. In the neighbourhood are over fifty others of enormous size. In the cemetery at Marietta (p. 333), and at Grave Creek, on the Ohio river, 12 M. below Wheeling (p. 329), may be seen mounds of great size.† The most famous tumulus in the United States is the *Great Serpent Mound* in Ohio (p. 387).††

To the E. of the Rocky Mountains, the most interesting remains are the earthworks. And of these there are two sorts, those designed for defence and those erected for ceremonial purposes. The former are found on bluffs and tongues of land with precipitous sides. These natural forts are strengthened by ditch banks and stone heaps and gateways covered within and without by mounds. The latter, on the contrary, are in exposed plains. Their ditch banks are in circles and polygonal figures and the parts are arranged as for religious and social occasions.

Besides those already mentioned the following defensive and ceremonial works may be mentioned (all in Ohio): — the Great Mound, at Miamisburg; Fort Ancient, Warren Co.; the Newark Works; the *Alligator* Mound, near Granville; the Stone Fort, near Bourneville; the Fortified Hill in Butler Co.; the Liberty Township Works; and the Hopeton Works.

Consult *Thomas's Catalogue* for full list (Bulletins of the Bureau of Ethnology, Washington); also Smithsonian Contributions.

Pueblos, Cliff-dwellings, and Cave-dwellings. In the drainage of the Colorado and the Rio Grande, within the boundaries of Colorado, Utah, New Mexico, Arizona, and the N. tier of Mexican states are the pueblos and the cliff-dwellings. Twenty-one pueblos along the Rio Grande, between 34° 45′ and 36° 30′ N. lat., are still inhabited

† *Putnam*, An. Rep. Peabody Mus., Cambridge, Mass., xii and xiii, pp. ii & 470.

†† *Putnam*, Century Magazine. March and April, 1890.

by two different stocks of Indians, the Tañoan and the Keresan. The Zuñi, residing near the W. border of New Mexico, on the 30th parallel, speak an independent language; and the Moki, on the reservation of the same name, N.E. Arizona (see p. 521), dwelling in seven towns or pueblos, belong to the Shoshonean linguistic stock. Besides these inhabited villages of stone and adobe, there are many hundreds in the territory just named that have long been tenantless, and most of them are in ruins. The largest of them and by far the most imposing ruin within the United States is the *Casa Grande* (see p. 588), or *Casa de Montezuma*, which, Bancroft says,† has been mentioned by every writer on American antiquity. The material is adobe made into large blocks. Three buildings are standing, one of them sufficiently preserved to show the original form. The largest collection of ruined pueblos in this region yet examined was surveyed by the Hemenway S.W. Expedition in 1888. The group lies on the Salado river, near the town of Phœnix (p. 588).†† In the cañon regions bordering and opening into the Colorado river channel, especially upon the San Juan and the Dolores and their tributaries, are to be found cliff and cave dwellings innumerable. These are easily explained by the nature of the geologic formations. In the precipitous walls there are strata of soft stone sandwiched between layers of hard material. The action of the elements has carved out these soft layers, leaving a roof above and a floor below upon which the ancient cliff-dweller built his home. Indeed, he did not wait for the frost and the rain to do the work, but with his pick-axe of hard basalt dug out a cave for himself by making a tiny doorway in the face of the cliff and excavating behind this as many chambers as he pleased. Many of these cliff and cavate habitations are high up and difficult of access, but they overlook long valleys of arable land.††† The relics found in this region are the envy of collectors, and the natives still manufacture excellent pottery, to imitate the old. The ancient is far superior in quality to the new, and hundreds of dollars are paid for a single piece, though fragments of the finest ware may be had for the picking up.

Trails, Reservoirs, and Aqueducts. For the purposes of war and trade the savages traversed the United States from end to end. They had no beasts of burden save the dog, consequently they made portages from stream to stream, carried their canoes and loads across on their backs, and then pursued their journey. The traces of these ancient paths of primitive commerce may yet be seen. In the same rude manner these savages had learned to store up and conduct water for home use and for irrigation. Especially in the South West are the works of this class to be studied.

† *Bancroft*, Native Races, N. Y., 1875, IV, 621-635.

†† *Cushing*, in the Compte Rendu of the Berlin meeting of the Society of Americanists.

††† *Bancroft*, Native Races, N. Y., 1875, IV. 650-661.

Pictographs and Sculptures. The very ancient people and their modern representatives had attained to that form of writing called pictographic. The traveller will see in museums all sorts of figures scratched on bark, painted on skin or wood, etched on bone or ivory, engraved on pieces of stone, and he will often come upon the same designs sketched on cliffs and boulders. These constitute the written language of the aborigines. In true sculpture they were not at all adept and they had no alphabetic writing. Once in a while mysterious bits of stone turn up with Cypriote or other characters thereon, but they never belonged to the civilization of this continent.

Relics of Ancient Art. As before mentioned the native tribes were in the neolithic stone age. Therefore, it is not exaggerating to say that the whole surface of the United States was strewn with relics. In every ancient grave, mound, or ruin they abound. The tourist will have no trouble to find in every town a museum containing these objects and in every hamlet some one whose house is packed with them. So desirable are they that thousands are fraudulently made and palmed off upon the unwary. These spurious objects find their way into foreign collections and very much embarrass the problems of archæology.

Crania and Skeletons. Much difficulty has been encountered by archæologists in distinguishing the crania of the truly prehistoric American from those of the Indians encountered by the early explorers. The problem is further embarrassed by artificial deformations and by changes produced by the pressure of the soil. Excellent collections exist in Cambridge, Philadelphia, Washington, Cincinnati, and St. Louis.†

Ethnography. The native tribes that once covered the entire domain of the Union belonged to fifty independent linguistic stocks. Some of these were spread over vast areas, for example, the Algonkian, Athapascan, Iroquoian, Muskhogean, Shoshonean, and Siouan. But the majority of stocks occupied small areas, chiefly along the Pacific coast.††

But a wonderful change has come over the surface of the United States in two centuries. Excepting a few small settlements of Indians here and there, they are gone from the Atlantic States. Only the Cherokees in North Carolina, the Seminoles in Florida, the Iroquois in New York, and the Chippewa tribes about Lake Superior remain to the E. of the Mississippi river. The aboriginal title gave way to the title of discovery, and the feeble Indian title of occupancy has been swept away by the tide of European imigration.

There are at present, as regards title and legal status, several kinds of Indians in the Union.

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† For the best résumé of the literature on the Archæologic Chapter, see *Winsor*, Narr. & Crit. Hist. of Am., I., pp. 329-412 (Boston, 1889).

†† See exhaustive account in vii. An. Rep. Bur. Ethnol., Wash., 1891, pp. 1-142, with map.

1. Citizen Indians. The State of Massachusetts and the United States in certain cases have conferred upon Indians the full rights of citizenship.

2. In a few states, notably New York, reservations are granted to Indians and they are protected in their tribal rights therein.

3. Roving Indians are still at large in greater or smaller bands, especially in the Rocky Mountain region.

4. In acquiring its S.W. territory from Mexico the United States inherited three kinds of Indians: the Pueblo Indians, the Mission Indians, and the wild tribes. The status of these is most confusing.

5. But the great mass of Indians in the Union are in some sort of relation to the United States and hold their lands (1) by Executive Order, (2) by Treaty or by Act of Congress, (3) by Patent to the tribe, (4) by Patent to individuals.

For the relinquishment of their ancient homes the United States has also entered into agreements to pay to the tribes certain annuities in money and goods. Under these circumstances there are some of them who are the richest communities in the world. In the Osage tribe every man, woman, and child is worth $ 1500. The five civilized tribes in the Indian Territory and the New York Iroquois preserve their autonomy and make their own laws, but also have a government agent. Many thousand Indians have their lands 'allotted' and thus have lately become citizens, the title to the land being inalienable for 25 years.†

XII. Physiography of North America,

by

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Although the traveller in North America may be most interested in the people or their social and material accomplishments, he will find it desirable at the outset of his journey to consider the physical conditions of the land, the nature of the climate, soil, and under earth: — circumstances which have gone far to determine the history and development of the people who have come to the country from the old world.

The continent of North America is in many ways sharply contrasted with that of Europe. The last-named land consists mainly of great peninsulas and islands, which are geographic dependencies of the great Asiatic field. It is, indeed, a mere fringe of the great Eurasian continent. North America, on the other hand, is a mass of land distinctly separated from other areas, with a relatively undiversified shore, and with an interior country which is but slightly divided into isolated areas by distinct geographic features such as seas or mountain-chains. This geographic unity of the N. part of the New World is due, as is the case with all its other conspicuous features, to the geological history of the country; it will therefore be well to preface the account of its detailed features by a very brief description of the steps by which its development was brought about.

In the Laurentian age, the earliest epoch which geologists can trace in the history of the earth, the continent of North America ap-

† See Rep. Commn. Ind. Aff. (Wash., 1891) and Thayer in *Atlantic Monthly*, Oct., 1891.

pears to have consisted of certain islands, probably lying in the neighbouring seas beyond the present limits of the land, the positions of which are as yet unknown. In the Cambrian period we find the Laurentian rocks, which were formed on the older sea floors, raised above the ocean level, and constituting considerable islands, the larger of which were grouped about Hudson's Bay, there being smaller isles in the field now occupied by the Appalachian Mountains and in that of the Cordilleras, as we should term those elevations which lie between the E. face of the Rocky Mountains and the ranges which border the Pacific Coast.

From the débris of the ancient islands which prefigured the continent, together with the deposits of organic remains accumulated in the seas, the strata of the Silurian and Devonian ages were formed. These in turn were partly uplifted in dry land, thus adding to the area of the imperfect continent by the growth of its constantly enlarging island nucleus. Yet other marine accumulations, formed in the now shallowed seas, afforded the beginning of the carboniferous strata. The accumulation of these beds and the slow uprising of the land soon brought the continent to a state where there were very extensive low-lying plains forming a large part of what is now the Mississippi Valley, as well as the field now occupied by the Allegheny Mts., which then had not been elevated, and forming a fringe along the E. coast of the continent. On these plains there developed extensive bogs, which from time to time were depressed beneath the level of the sea and buried beneath accumulations of mud and sand, thus affording the beginning of the coal beds which constitute so important a feature in the economic resources of the country.

After the close of the great coal-making time the Allegheny Mountains were uplifted, and the ranges of the Cordilleras begun in earlier times were much increased in extent. From this period of the new red sandstone or Trias, we may fairly date the probable union of the original scattered islands of the continent, which had now taken much the shape it has at present. The great interior sea, the remnant of which now forms the Gulf of Mexico and which in the earlier ages had divided the Cordillerean from the Appalachian lands, still extended as a narrower water far to the N., but in the Jurassic and Cretaceous time, this Mexican Sea shrank away with the uplifting of the land, and its place was occupied by a vast system of fresh water lakes stretching along the E. front of the Rocky Mountains. These basins endured for many geological periods; they were, however, gradually filled with the detritus from the mountains of the West.

In the Tertiary period, the last great section of geologic time, North America gradually assumed its existing aspect. The Great Lakes before mentioned were gradually filled. the lowlands of the S. states and of the Atlantic coast to the S. of New York rose above the sea, and the mountains of the Cordilleras gained a yet greater measure of elevation. In the closing stages of this Tertiary time there came

the glacial epoch, during which the ice sheets, now practically limited to Greenland and Alaska, were extended so as to cover nearly one-half of the continent, the margin of the snowy field being for a time carried as far S. as the Potomac and the borders of the Ohio River at Cincinnati, mantling the region to the N. with an icy covering having a depth of several thousand feet. At this stage of the geological history the N. portion of the land was deeply depressed, while the S. portion was much elevated. When the ice went off, the continent, at least in its E. part, remained for a time at a lower level than at present. Only in what we may term the present geologic day has the continent quite recovered from the singular disturbance of its physical and vital conditions which the ice time brought about.

One of the most important results of the geological history of North America has been the development of this continent to a point where its surface is characterized by certain broad and simple topographic features. It is, indeed, on many accounts, the most typical of the greater land-masses. The eastern and western shores are bordered by tolerably continuous mountain ranges: those facing the Atlantic extend though with various interruptions from Greenland to Alabama; those next the Pacific from the peninsula of Alaska to Central America. South of the Rio Grande these Cordilleras form the attenuated mass of the continent in which lie Mexico and the states of Central America. Between these mountain ranges and the neighbouring oceans there is a relatively narrow belt of plains or low-lying valleys. The principal portion of the continental area, however, lies between these mountain systems in the form of a great shallow trough. The southern half of this basin constitutes the great valley of the Mississippi. Its northern portion is possessed by various river systems draining into the Arctic and Atlantic Oceans, of which the Mackenzie and the St. Lawrence are the most important. The last named river system is peculiar in the fact that it is the greatest stream in the world which is fed mainly from lakes.

If we could contrast this over-brief story of the geological development of North America with a similar account of the leading events which have taken place in Europe, we should readily note the fact that the former land has had a relatively simple history. Fewer mountain systems have been developed upon it, and consequently its shores lack the great peninsulas and islands which are so characteristic a feature in the old world. To this same architectural simplicity we may attribute the generally uniform character exhibited by the interior portions of the continent.

The conditions of the ancient history of North America have served to provide its fields with an abundant and precious store of the materials which fit its lands to be the seats of a varied and complicated economic life. Of these underground resources we can only note the more important. First among them we may reckon the stores of burnable material: — coals, petroleum, and rock or natural

gas, substances which in our modern conditions have come to be of the greatest consequence to mankind. The *Coal Deposits* of North America are on the whole more extensive, afford a greater variety of fuel, and are better placed for economic use than are the similar deposits of any other continent. They range in quality from the soft, rather woody, imperfectly formed coals known as lignites, to beds which afford the hardest anthracites, coals so far changed from their original condition that they burn without flame much in the manner of charcoal. The greater part of the good coals lie in the region to the E. of the Mississippi, while the lignites and other poorer fuels are found in the country between that great river and the Pacific Ocean. The excellent coals both of the E. and W. were generally formed during the carboniferous age; the lignites and other poorer materials of this nature were almost altogether accumulated in the Cretaceous and Tertiary periods.

The *Petroleum* of North America occupies a larger portion of the country and affords a more ample supply of the material than those of any other land save the region about the shores of the Caspian Sea, known as the Baiku district. The best of the American wells lie in the basin of the Ohio River. Traces of similar deposits occur at various points in the Cordilleras and on the coast of California. All the more valuable petroleum deposits of America lie in rocks below the lowest coals in strata of the Devonian and Silurian ages, where they were formed by slow chemical change of the fossil remnants of ancient marine life. The abundance of these accumulations of petroleum in North America is due to the fact that the beds in which the fluid has been formed lie in horizontal attitudes, in a position where the fluid has been retained by the unbroken strata notwithstanding the great pressure of the rock gases which tend to drive it forth to the surface.

The *Natural* or *Rock Gases* which of late years have played an important part in the industries of this country, serving for fuel and for illuminating purposes alike, owe their origin and preservation to the same conditions which have brought about the accumulation of petroleum. These substances, though the one is fluid and the other gaseous in form, are chemically akin, and are indeed only varied results of the same natural actions. They are both alike often formed in rocks where the strata abound in fossils. The reason why these materials do not often occur in Europe is probably due to the fact that the strata of that country have been so much ruptured and tilted by the mountain-building forces, which have affected almost every part of that country, that oil and gas have alike escaped to the surface of the earth by passages which these dislocating actions have provided for them. In North America on the other hand, where vast areas of strata still lie in substantially the same position in which they were formed, the substances have been to a great extent retained in the rocks where they were produced.

The store of rock gases known to exist in this country will probably be exhausted within twenty years of the present time. The resources in the way of petroleum are also likely to be used before the middle of the next century. The fuel in the form of coal exists in such quantity that there is no reason to apprehend a serious diminution of the store for many centuries or perhaps even thousands of years to come.

Next in importance after the fuels of North America, we may rank the ores from which *Iron* can be manufactured. These exist in great quantity in almost every important district of the continent, and at many points they are very advantageously placed in relation to supplies of fuel and to the transportation routes. The largest, though not the richest, store of iron ores in North America lies in the district of the Appalachian Mountains between the Potomac River and S. Alabama. In this field the ores have the general character of those which have afforded the basis of the great industry in Great Britain. As in that country, these Appalachian deposits are very favourably placed in relation to coke-making coals with which they are to be smelted. The other conditions for the development of the great industry are in this district also very favourable, so that experts in the matter look to this field as likely to be the principal seat of iron production in North America.

Next after the Appalachian field, the most important deposits of iron ore in North America lie in the region about the head of Lake Superior. In this field the deposits are of a very high grade, but they are much more costly to mine than those before referred to and they are unfortunately far removed from the coking coals of Pennsylvania and Kentucky, which are the nearest good fuels to the Lake Superior mines. It is now the custom to convey these ores mainly to the coal district about the headwaters of the Ohio River. The Cordillerean district abounds in iron ores, but as these Western iron ores are rarely near coals fit for use in furnaces, they cannot be regarded as of great economic importance. The ores from the region to the E. of the Mississippi afford the basis for an iron manufacturing industry which has already equalled that of Great Britain, and at its present rapid rate of growth gives promise of exceeding that of all European countries before the end of the present century.

The *Copper Deposits* of North America are to be ranked as next in importance to those which afford iron. Ores of this nature are extensively diffused in the older rocks of this country, but it is only in N. Michigan and in the Cordilleras that they have been proved to have great economic value. In the Michigan district the material occurs in a metallic form, and in such abundance that, notwithstanding the very high price of labour in that region, the product of the mine goes to the world's markets under conditions which enable the establishments to compete with the production of any other country. In the Cordilleras of North America the metal occurs, as is usual in

other lands, in the form of ordinary ores, but the deposits are of such great extent and richness that they have proved very profitable.

The mines producing *Zinc* and *Lead* are now practically limited to Missouri and the Cordilleras, though a portion of the former metal is still obtained from New Jersey. A large part of the lead which now enters the markets of this country is obtained from the silver ores of the Rocky Mountain district, and as it is won as a by-product, it is produced at a low cost.

The *Gold* and *Silver Fields* of North America, which have considerable economic value, are altogether limited to the mountainous district in the W. part of the continent. The S. portion of the Appalachian system afforded in the early part of this century, with the cheap slave-labour of that country, profitable mines of gold, but efforts to work the deposits since the close of the Civil War have proved universally unprofitable. There are a few successful gold mines in Nova Scotia, but they are commercially unimportant. The evidence goes to show that the Cordillerean region alone is to be looked to for large supplies of the precious metals.

Various other metalliferous ores exist in North America and play a subordinate part in its mining industry. *Tin* occurs at many points, but it has so far proved unprofitable to work the deposits, the main reason for the failure being the cost of labour involved in the work of production. Doubtless the most important of these less valued elements of mineral resources which the continent of North America affords is the group of fertilizing materials which of late years have come to play so important a part in the agriculture of this and other countries. The *Phosphate Deposits* of the S.E. part of the United States, particularly those of South Carolina and Florida, are now the basis of a large industry.

The soils of North America have, as the agricultural history of the country shows, a prevailingly fertile nature. In the region to the E. of the Mississippi within the limits of the United States over 95 per cent of the area affords conditions favourable for tillage. This region of maximum fertility extends over a portion of the area to the W. of the great river, but from about the 100th meridian to near the shores of the Pacific the rainfall is prevailingly insufficient for the needs of the farm. Crops can in general only be assured by a process of artificial watering, and the whole of the great Cordillerean field within the limits of the United States, and a large portion of that area in the republic of Mexico, a district amounting to near one-third of the continent, which would otherwise be fit for agriculture, is rendered sterile by the scanty rainfall. On this account the continent has as a whole less arable land in proportion to its size than Europe; moreover, more than one-fifth of its fields lie so far to the N. that they are not suited for agriculture; thus not more than three-fifths of the continent is naturally suited for husbandry. It should be noted, however, that the fields richest in metals lie in the arid districts, and that in

this part of the realm there are areas aggregating more than 50,000 sq. M. which can by irrigation be made exceedingly productive and will afford a wide range of crops.

The climate of North America is prevailingly much more variable than that of Europe. Between the arctic regions and the warm district of the tropics, there are no mountain barriers, and the land is so unbroken by true seas that the winter winds are not tempered or obstructed in their movement. The result is that the summer heat, even as far N. as the northernmost cultivated districts of Canada, is great and commonly enduring, while the winter's cold occasionally penetrates to the borders of the Gulf of Mexico, even S. Florida being liable to frosts of sufficient severity to destroy the more sensitive tropical plants. The only portion of the United States which has tolerably equable atmospheric conditions, is the coast belt of the Pacific from San Francisco to the S. This region has a climate in many ways resembling that of N. Africa.

The peculiarities of surface and of climate which result therefrom give rise in North America to certain classes of storms which are little known in any other land. In the region of the Cordilleras great whirling movements of the air arise in places where the barometer is low, which move with considerable speed to the E. across the country. Passing beyond the Atlantic coast-line, these great circular storms, which generally have a diameter of several hundred miles, continue their way over the ocean, and often after a due time appear on the coast of Europe. In the landward part of their journey these storms rarely have such severity as to damage property. It often happens, however, especially during the spring season, that on the S.E. face of these advancing cyclones, small but very intense whirlings of the air are produced, which are known as tornadoes. These accidents often give rise to winds of singular intensity, movements of the air so energetic that they may disrupt the stoutest buildings, throw railway trains from the track, and by the upward rush of the atmosphere in their centres lift the bodies of men and animals to the height of hundreds of feet above the earth. Fortunately the paths of these tornadoes, or hurricanes, as they are locally called, are relatively very narrow, and the distance to which they course in their N.E. movement is short. The breadth of their destructive path rarely exceeds half-a-mile, and the distance to which the destruction is carried is generally less than twenty miles. Although occasional visitations of this nature have been experienced throughout all the United States to the E. of the Rocky Mountains, the district in which they are really to be apprehended and where they are likely to prove in a considerable measure destructive to life and property, appears to be limited to the N. and central parts of the Mississippi Valley, and the basin of the Ohio River north of Central Kentucky.

The waters of the Gulf of Mexico and of the neighbouring Carribbean Sea, as well as the shores of the main land and islands of that

realm, constitute a field where another class of air-whirlings, the marine cyclones, also termed hurricanes, are frequently developed. These storms are much more enduring and more powerful than those formed upon the land; they often march from the regions where they are developed slowly up the Atlantic coast of the United States until they gradually penetrate to a realm of the sea where the air next the surface is so cool that they no longer receive the impulse which led to their development. These marine cyclones find their parallel in similar atmospheric convulsions which affect the Indian Ocean and the China Seas. In both realms the disturbance of the atmosphere is due to the heated condition of the air next the surface of the ocean, and its consequent upward movement into the upper parts of the aerial realm. The whirling movement is the simple consequent of this ascent of the air through a narrow channel. It finds its likeness in the whirling imparted to the water in a wash-basin when it flows through the opening in the bottom of the vessel.

Another class of atmospheric actions in a measure peculiar to North America is found in the 'Cloud Bursts', or sudden torrential rains, which occasionally though rarely occur in the E. portion of the Cordilleras. In these accidents, though the region is on the whole arid, the rain occasionally falls over an area of limited extent with such rapidity that the air becomes almost unbreathable, and dry stream beds are in a few minutes converted into raging torrents. Although in their characteristic intensity these cloud bursts are limited to certain parts of the W. mountain district, a conspicuously rapid precipitation occasionally occurs in the more E. portion of the United States.

In its original state, that in which it was found by the first Europeans who landed on its shores, the E. part of North America was seat of the greatest forest of broad-leaved trees, intermingled with pines and firs, which the world afforded. Although this noble Appalachian forest has suffered much from axe and fire, it still in part remains in its primæval state, forming a broad fringe of arboreal vegetation from the Gulf of St. Lawrence to Central Texas, extending inland to the central portion of the Ohio Valley and up the Mississippi to near its confluence with the Ohio and Missouri Rivers. To the N. and W. of this great woodland lay a region of generally treeless plains. The district of the Cordilleras was scantily forested, and along the Pacific Coast and on the W. slope of the Sierra Nevada from Central California to the N., extended noble forests of narrow-leaf trees. Across the N. part of the continent the heavy growth of timber, somewhat stunted by the severity of the climate, extended from the Pacific to the Atlantic shores. As a whole the continent bore an ampler mantle of forest growth than any part of the old world beyond the limits of the tropics.

The traveller who for the first time visits North America should take care not to hamper his vision by pre-conceptions as to the beauty of natural scenery based upon the physiography of the old world. As a whole the aspect of the N. continent of the new world differs greatly from that of

the old. In the former land there are none of those admirable combinations of snow-clad mountains and fertile valleys which lend such a charm to the scenery of Switzerland. In general the surface lacks those elements of detail which contribute so much to the picturesque aspect of a landscape. The scenery of North America is generally characterized by a largeness of mould and simplicity of outline dependent on the relatively uncomplicated nature of its geological history. The plains are vast and but little varied by elevations. The mountains of the Appalachian district have a singular continuity in their ridges, which, though it gives them a certain architectural beauty, deprives them of detail. The grander elevations of the Cordilleras, though attaining to about the altitude of the Alps, rise from a much more elevated base than the Swiss mountains, and therefore make a less striking impression upon the eye. At few points on the continent do mountains or even considerable hills come near to the coast, and the result is that the shore line has a monotony of aspect which is much contrasted with the sea margin of Europe.

The lovers of picturesque beauty in nature may well seek in North America the charm of its primæval forests, the beauty of its great plains when they bear their spring-time flowers, and the attractions which are presented by the greater rivers with their noble valleys and often marvellous gorges. Of these cañons or defiles cut by the streams, those of the Cordilleras are by far the greatest in the world. That of the Colorado and that of the Yosemite, each in its way eminently peculiar, and differing one from the other in origin and in aspect, are doubtless the most striking features of the continent, for they are unequalled in any other land.

The history of the aborigines in North America shows that this continent was only moderately well fitted for the nurture of races in their steps of passage from the primitive condition of man towards the ways of civilization. Though a remarkably fertile region, and abounding in game, the land contains none of those fortunate peninsulas, or districts walled about by mountains or the sea, which in the old world have afforded such admirable cradle places for infant states. Thus it came to pass that in this country any tribe which attained some advance in civilization and became worth plundering was subjected to unending incursions from the neighbouring more savage folk. Only in Mexico and Central America did any of the primitive tribes advance beyond the stages of barbarism. The better fortune of those countries was probably due in the main to their more secluded positions. Moreover in North America the primitive people found no animals which were well suited for domestication or could render much help to man. The only beast which gave much promise of such aid, the bison, though a domesticable animal, has proved on the whole intractable and unfit for the uses of man.

The united conditions of the continent which made it on the whole unsuited for the nurture of peoples in the first stages of their advance has been an advantage to the European folk who have been transplanted to this part of the new world. The simple geographic character of the country has made access to its different parts relatively easy, and brought about its subjugation to the uses of man with marvellous rapidity. Some have feared that owing to the lack of diversities in the conditions of the continent, the people developed upon it would have an excessive uniformity in character and quality. The history of the populations, however, seems to show that the variety in climate, in soil or under-earth products, and in the occupations which these features require of people, are sufficient to ensure considerable difference in the folk developed in different sections of the land. Under the mask of a common language, which, though varied by provincial peculiarities, is a perfect means of communication among the greater part of the folk to the N. of Mexico, the acute observer will detect varieties in essential quality quite as great as those which separate the people who dwell in different parts of Great Britain, France, or Germany. Though in some part these peculiarities may have been due to the diverse origin of the folk, they are in the main to be attributed to the effects of the local conditions of climate and occupations.

It is evident that the climate of North America, except those parts

which have a subtropical character and the regions of the Far North which are too cold for tillage, are admirably suited to the uses of the European peoples from the states in the N. part of that continent. The descendants of the colonies from England, France, and Germany planted on this soil more than two centures ago between Florida and Labrador have all greatly prospered. They have increased in numbers at a more rapid rate than their kindred of the old world, their average life is as great if not greater, and their endurance of labour of all kinds is in no wise diminished. The history of the Civil War shows that in the essential qualities these men of the new world have lost nothing of their primitive strength.

Fortunately for the transplanted population of America, the conditions of soil, climate, and earth-resources permit the people to continue on the ways of advancement in the occupations of life which were trodden by their forefathers in the old world. The agriculture and the mechanic arts required no change whatever on the part of the immigrants; the nature of the country seemed to welcome them to the new-found shores.

XIII. Climate and Climatic Resorts of the United States,

by the late

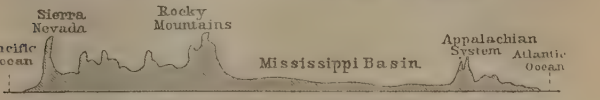
Edmund Charles Wendt, M. D., of New York.

Without some knowledge of the physical geography and topography of a country, an intelligent appreciation of its climatic peculiarities is not possible. This is particularly well seen in relation to the climatology of the United States. Extending from well-nigh arctic to almost subtropical regions, and from the level of the sea to elevations of nearly 15,000 ft.; covering a vast expanse of partly arid inland territory, and showing an enormous coast-line laved by two great oceans, it should not be surprising that every conceivable variety of climate may be found within its borders.

As compared with Europe, perhaps the most noteworthy feature of the American climate consists in its greater range of temperature and comparative dryness. The E. is also strikingly colder than the W. coast as well as the European countries of corresponding latitudes. This circumstance has led to much confusion, and has given the United States an undeserved reputation of being everywhere colder than Europe. It is quite true that, if New York, for example, be compared to cities of the same latitude, like Naples, Madrid, and Constantinople, or if Boston be contrasted with Rome, the American towns will be found decidedly colder. On the other hand if cities on the W. coast, like San Francisco or Portland, be selected for comparison, only trifling differences will appear.

Variations of Temperature. The mean annual temperature varies to the extent of over 40° Fahr. in different parts of the Union. Extremes of actually recorded temperatures extend from -56° Fahr. to 121° Fahr. in the shade, a range of 177°. Taking the mean temperature of July as representing the hot season, we find in different sections of the country variations of more than 30° — *viz.* from 60° to over 90° Fahr. Again taking Jan. as a representative cold month, we find a range of over 50° — *viz.* from 10° Fahr. to above 60°. Now it must not be forgotten that in the United States, perhaps more than elsewhere, temperature and climate are not merely questions of so many degrees of latitude. The lines for similar annual means (isothermal lines) are considerably modified by ocean currents and winds, besides being deflected by the interposition of lofty mountain-chains.

The Mountain Ranges. The two main ranges are the *Appalachian System* in the E. and the *Cordillerean System* (Rocky Mts. and Sierra Nevada) in the W. As will be seen later on, the W. highlands have a climate peculiar to themselves. They run from N.W. to S.E. for nearly 5000 M., *i.e.* from Alaska to Mexico, and gradually slope to the E., so as to fill in from one-third to one-half of the N. American continent. The E. or Appalachian system extends in a S.W. direction from Nova Scotia to Alabama, a distance of over



1500 M. Its width averages hardly one-fifth, and the elevation of its peaks and plateaus not one-half that of the W. highlands. Hence its effect on local climate is much less pronounced (Guyot). Between these great mountain ranges the vast *Mississippi Basin* stretches out for thousands of miles, from truly arctic regions to the warm waters of the Gulf of Mexico. This basin also includes the Great Lake district, one of the prominent features of the N. states. The climate of this region is controlled by the vast expanse of these veritable 'inland oceans'.

Three Main Climatic Divisions. In accordance with the brief description just given, we recognize three main climatic divisions in the United States.

1. An *Eastern Region*, extending from the foot of the Rocky Mts. to the Atlantic seaboard, and including the entire Appalachian system.

2. The *Plateau and Mountain Region of the Western Highlands.*

3. The *Pacific Slope*, to the W. of the Sierra Nevada range.

The peculiarities of each region may be briefly stated as follows:

1. The Atlantic seaboard is moderately moist, and, in general, rather equable. It is, however, subject to summer 'hot spells', and winter 'cold snaps' of a very trying kind. The altitude of the Appalachian system is not sufficient to very materially affect the distribution of heat, winds, and rainfall, so that the change is a gradual one, as we approach the dry interior zone of the Great Mississippi Basin. The latter region, about 1,245,000 sq. M. in extent, is in general warm and moderately equable. Extensive forests supply adequate moisture to the air, but where trees are sparse, the atmosphere becomes excessively dry. The Great Lakes temper this region on the N. and the Gulf of Mexico warms it on the S. Nevertheless Europeans often complain both of great summer heat and extreme winter cold; sensations which the thermometer rarely fails to justify. The numerous local departures from this general condition cannot be considered here.

2. The Plateau and Mountain Region is dry and cold. The higher peaks are Alpine in character. The great plateaus, situated between the border chain of the Sierra Nevada and the Rocky Mts., are on an average 5000 ft. above sea-level. Some of them are fully 6000 ft. high. The climate there is harsh, cold, and very dry. It is a common mistake, however, to suppose that these elevated plateaus are merely barren wastes. Especially at the lower levels richly fertile valleys are everywhere found to alternate with sandy treeless tracts, salt lakes, and marshy wastes. That there are corresponding differences in local climates can only be alluded to in this place. During the height of summer the days are hot, but as soon as the sun sets, the air grows chilly, and the nights are always cold.

3. The mountain slope of the Pacific is characterized by abruptness and great irregularity. Its climate is varied. The narrow strip bordering on the ocean is much warmer, more humid, and very decidedly more equable than corresponding interior latitudes and the Atlantic coast. This Pacific section is farther distinguished by a well-marked wet season, corresponding to the E. winter, and an equally well-defined dry season, corresponding to the E. summer. Moreover, cool summers and mild winters, as well as the complete absence of those extreme variations, which elsewhere mar the climate of the States, render the Pacific coast pleasantly conspicuous. It is here that some of the most popular winter and summer health resorts have been established.

Some Special Features. In regard to temperature, it is significant that, in spite of the wide range of the thermometer, something like 98 per cent of the entire population inhabit those regions in which the annual means extend from 40° to 70° Fahr. only. Roughly calculated, therefore, the average annual temperature of the whole United States is 55° Fahr. But foreigners are of course more interested in the extremes of heat and cold, which are disagreeably perceptible in almost all the states. The most delightful season of the year is unquestionably the so-called 'Indian summer', *i.e.* the few Autumn weeks which precede the actual onset of winter. It would be difficult to imagine anything more exhilarating than the crisp air, brilliant sunshine, clear blue skies, and grateful temperature characterizing the closing days of an 'Indian summer' at its best.

The summer temperature is everywhere higher than in Europe, with the exception of certain districts on the Pacific slopes already alluded to. The hottest regions of the country are naturally the southernmost parts of the southernmost states (Florida, Alabama, Louisiana, etc.). Here the annual mean rises to 75° Fahr., which is almost that of tropical climes. In the valley of the Lower Colorado, in California and Arizona, the summer mean rises to 90° Fahr. In Texas temperatures of 110°, and in Arizona and parts of California of 115°, are no great rarity, and yet here the great dryness of

the atmosphere makes the heat seem less oppressive than in humid regions at a much lower range of temperature. In almost all the states of the Union several extremely hot days are to be looked for every summer. And in the more prolonged 'hot spells' the mortality from heat-stroke and diarrhœal diseases becomes alarming to a degree quite unknown in Europe. The severity of the winter is most felt in the elevated parts of New England, the higher plains of N. Minnesota and Dakota, and the lofty mountain plateaus of the Rockies. There the usual mean may descend below 40° Fahr. In upper Minnesota the winter mean is only 10° Fahr. On the whole, it may be said that American winters are more severe than those of Europe, always excepting, of course, the S. states. In the Atlantic and Middle states the winter is generally steady. Ice and snow may be counted on during one-half of the three coldest winter months. But to the W. of the Mississippi great irregularities are experienced. Mild and open periods there alternate with intense cold and violent storms. As we approach the Pacific increased mildness is observed. Continuous snow and ice are unknown along the whole W. coast from Vancouver to San Diego. Moreover, the temperature is so equable there that the winter mean is only 5-15° below that of summer. In the S. occasional cold storms are experienced, although the thermometer at New Orleans, for example, rarely descends below the freezing point. Yet the S. winter is fitful and at times trying. It begins and ends early, lasting from about Nov. until February. But there is absolutely no periodicity in the various irregularities observed, so that elaborate calculations based on averages may be rudely upset by the eccentricity of certain seasons. It is always well to be prepared for 'any kind of weather' in the United States.

Rainfall. The rainfall is quite unevenly distributed through the United States. In the E. section it is abundant, while the great W. plains and prairies are often parched with prolonged drought. This has led to the general employment there of irrigation, without which agriculture could not flourish. In the strip along the Pacific coast a very plentiful precipitation occurs. The heaviest deposit of rain takes place in the borderlands of the Gulf, namely the S. parts of Louisiana, Mississippi, and Alabama, the E. part of Texas, and the W. coast of Florida. The annual quantity of water amounts to about 65 inches there. But at Philadelphia it is 45 inches, and at Chicago only about 30. All over the E. the rainfall is abundant in spring and summer. It usually occurs in heavy showers, often accompanied by violent electrical discharges. On the Pacific coast, apart from the regularly recurring winter rains, little or no precipitation of water takes place. But at a short distance inland profuse summer rains are again observed. In the mountainous highlands heavy winter snows augment the annual volume of watery precipitation. The most arid tracts of the United States are in W. Arizona, S. Nevada, and S.E. California. The annual rainfall there descends from 15 to

8 inches and less. Broadly speaking the United States may be said to be favoured by an abundance of rain, with a relatively small proportion of rainy days. Fogs occur in the seaboard states, but they are neither as frequent nor as heavy as those known in many European countries.

Winds. The prevailing winds of the United States are westerly, like those of other countries situated in middle latitudes. Around the Gulf of Mexico the main current of the atmosphere moves in an E. or S.E. direction. Along the Atlantic coast region the predominating winds are S.W. in summer, and N.W. in winter. In a large S.W. district, including Nebraska, Kansas, Colorado, Arkansas, Texas, New Mexico, Utah, and Arizona, the summer winds come from the S., and the winter winds have a N. direction. In the region of the Rocky Mountains the winds are so irregular that none of them can be said to be 'prevalent'. In the tract between the Mississippi and the Appalachian ranges, both summer and winter winds are S.W. and W. It may be borne in mind that in the United States the S.W. winds blow over an expanse of warm water, while the N.E. winds hail from a frigid ocean, and the N.W. from frozen deserts.

Storms and Blizzards. The regularly recurring winter storms are most violent on the E. seaboard. The term 'blizzard' is employed to denote the blinding snow-storms with intense cold and high winds, which have their true home only in the W. but which are sometimes observed in the Atlantic States.

Climatic Resorts.

The custom of spending the winter in the South and the summer at the seaside has nowhere assumed more formidable proportions than in the United States, and a few of the more important climatic resorts are named and characterised below. Comp. also the notices throughout the Handbook.

Winter Resorts. The best known winter-stations are in Florida, California, the Carolinas, Georgia, and Virginia. A large proportion of the invalids visiting these regions are the victims of consumption, but sufferers from gout, rheumatism, neurasthenia, chlorosis, anæmia, diseases of the kidneys, affections of the heart, insomnia, chronic bronchitis, asthma, and over-work are often signally benefited by a stay at one or other of the resorts named below. In making one's choice of a winter's residence, the factor of accommodation should not be lost sight of; and it may be stated generally that the sanitary arrangements of American health-resorts are far superior to most places of the kind in Europe. In some of the hotels every conceivable modern comfort and luxury are provided (comp. pp. 448, 559, 573).

In *Florida* (RR. 75-80) the temperature is equable, the atmosphere is neither too dry nor too moist, the sunshine abundant, and the soil sandy. Consumptives do well there, especially in the

early stages of the disease. The only drawback is the possibility of malaria; but the dangers arising from this source have been grossly exaggerated. — *Southern California* has, perhaps, the most delightful climate in the world (comp. p. 567). The air is genially warm and dry, yet not enervating as in more tropical climates, and more salubrious general conditions can nowhere be found. *Santa Barbara* (p. 561), *Los Angeles* (p. 566), and *San Diego* (*Coronado Beach;* p. 573) are among the chief resorts, the first named showing the least variation between the day and night temperatures and a very low relative humidity. At San Diego the coast-winds are sometimes inconvenient for invalids with throat-troubles. *San Bernardino* (p. 526) and the attractive town of *Riverside* (p. 526) lie more inland and have a rather bracing, but not irritating, climate, which some consumptives find more beneficial than that of other Californian resorts. *Monterey* (p. 559), *Santa Cruz* (p. 557), *Pasadena* (p. 570), *Redondo Beach* (p. 568), and *San Rafael* (p. 552) have all their special advantages. — *Thomasville* (p. 444), in Georgia, and *Aiken* (p. 438), in South Carolina, are much frequented by weak-chested persons, who find benefit in the balsamic fragrance of their pine forests. The advantages of *Asheville*, North Carolina, have been sufficiently indicated at p. 431. *Old Point Comfort* (p. 415), *Virginia Beach* (p. 414), and *Newport News* (p. 414), in Virginia, are fashionable intermediate stations for invalids on their way back to the North. — *Lakewood* (p. 279), in New Jersey, and *Cumberland Gap Park*, in Tennessee (comp. p. 424), are also favourably known. — *Colorado Springs* (p. 528), *Manitou* (p. 529), and *Saranac Lake* (p. 215) are the chief resorts for the high-altitude treatment of consumption.

Summer Resorts. *Newport* (p. 89), *Nahant* (p. 121), *New London* (p. 83), *Narragansett Pier* (p. 84), *Bar Harbor* (p. 135), *Long Branch* (p. 74), *Atlantic City* (p. 280), *Cape May* (p. 281), and parts of *Long Island* (p. 73) are the most fashionable Seaside Resorts. Sea-bathing in the United States differs somewhat from British and Continental practices. Permanent bath-houses on the beach take the place of bathing-coaches, and the institution of bathing masters is almost unknown. Men and women bathe together. The temperature of the water of the Atlantic Ocean in summer is so warm (often exceeding 70° Fahr.), that bathers frequently remain in it an hour or more, apparently without harm.

The chief Mountain Resorts are in the *Catskills* (p. 202), the *Adirondacks* (p. 209), the *White Mts.* (p. 158), the *Green Mts.* (p. 153), the *Berkshires* (p. 174), and the *Alleghenies* (p. 381, etc.).

The United States contains nearly 9000 Mineral Springs. While, however, these waters are chemically equal to any in the world, it must be admitted that their scientific employment for the cure of disease has not hitherto been developed as at the famous European

spas. *Saratoga Springs* (p. 225) has, perhaps, the best claim to ranking with the latter in its mode of life and methods of treatment. The celebrated *Hot Springs*, *Arkansas*, are described at p. 511. Among the most popular Sulphur Springs are *Blount Springs* (Ala.), *Blue Lick Springs* (Ky.), *White Sulphur Springs* (p. 382), *Sharon* (p. 201), and *Richfield Springs* (p. 234). — Good Iron Waters are found at *Sharon* (p. 199), *Schooley's Mt.* (p. 243), and *Milford* (N. H.). — *Crab Orchard* (Ky.), *Bedford* (p. 289), and *Saratoga* (p. 225) have good Purgative Springs. — Among well-known Thermal Waters are those of the *Hot Springs*, *Arkansas* (see above), *San Bernardino* (p. 526), *Calistoga* (p. 553), *Klamath Springs* (p. 583), and *Salt Lake* (p. 542).

XIV. The Fine Arts in America.

a. Painting and Sculpture,

by

William A. Coffin.

Marvellous progress in the fine arts has been made in the United States since the Centennial Exhibition at Philadelphia in 1876, when popular interest in Art received a decided impulse; and for something more than a decade the influx of American artists returning in large numbers from study in the European art centres, principally from Paris, has had a strongly marked influence on the tendencies of the American school. Before proceeding, however, to the consideration of the conditions in which American art stands before the public at the present day, it is pertinent to give briefly some account of its earlier history.

Previous to the Revolutionary period we find a Scottish artist named *John Watson* painting portraits in Philadelphia about 1715, and another Scotsman, *John Smybert*, similarly occupied in Boston from 1725 to 1751. *John Singleton Copley*, born in Boston in 1737, began to paint portraits there about 1751. He went to London subsequently, became a Royal Academician in 1779, and died in London in 1815. He painted many celebrities of his time in the Colonies, and his works are among those most highly valued in early American art. *Benjamin West*, born at Springfield, Pennsylvania, in 1738, painted portraits in Philadelphia in 1756, went to Italy in 1760, and thence to London in 1763. He was elected president of the Royal Academy on the death of Sir Joshua Reynolds in 1792. He died in London in 1820, and his works, both portraits and compositions, are to be found in collections in the United States and England. At the Pennsylvania Academy of Fine Arts in Philadelphia one of his most celebrated pictures, 'Death on the Pale Horse', is in the permanent collection, and the Boston Museum possesses his 'King Lear', another notable work. *Charles Wilson Peale*, who was a colonel in

the Continental army, painted portraits of Washington and other men of the time that are of historical and artistic interest. *John Trumbull*, son of Jonathan Trumbull, Colonial Governor of Connecticut, a graduate of Harvard and (like Peale) a colonel in the army who had previously given his attention to the art of painting, gave up his commission and went to London to study under West. He is best known as a painter of military pictures representing the battles of the Revolution and the French and English war in Canada, and also painted numerous portraits and miniatures. An interesting collection which includes the most important of his works belongs to the Yale University and is on exhibition in the galleries of the art school connected with the institution at New Haven (see p. 77).

Gilbert Stuart, born at Narragansett, Rhode Island, in 1755, is the most famous of all the portrait-painters of the Revolutionary period, and his work compares very favourably with that of his contemporaries in Europe. He was a pupil of West in London and returned to America in 1792. He settled in Boston, after painting portraits two years in New York, Philadelphia, and Washington, and died there in 1828. The best portraits of Washington are those from his hand, and the list of his other portraits is a long one, including many of the best known men in the first Congresses of the United States and military and civic dignitaries. Portraits by Stuart are in the collections at the Museum of Fine Arts, Boston (p. 106); at the Metropolitan Museum (p. 54), the Lenox Library (p. 46), and the New York Historical Society (p. 42), New York; and at the Pennsylvania Academy of Fine Arts, Philadelphia (p. 266). *John Vanderlyn* and *Thomas Sully* (an Englishman who came to America at an early age) were portrait-painters of note contemporary with Stuart and Trumbull. *Washington Allston*, born in South Carolina in 1779 and a graduate of Harvard in the class of 1800, went to London to study in the schools of the Royal Academy in 1801. He settled in Boston in 1818, and painted historical and religious subjects as well as portraits, and is considered one of the most talented of American artists. One of the best of his works is the 'Jeremiah' in the Yale University collection at New Haven (p. 77), and there are others at the Boston Museum of Fine Arts and elsewhere. *Samuel F. B. Morse* (1791-1872), the inventor of the telegraph, who graduated at Yale in 1810 and was a pupil of Allston, devoted himself to historical painting in the beginning of his career in the first quarter of the present century.

On the 8th of November, 1825, a number of young artists and students in New York established the New York Drawing Association. On the 16th of January, 1826, they chose from their number fifteen artists who were directed to choose fifteen others, and the thirty thus selected constituted a new society which was called the National Academy of Design. Among the first fifteen of these founders of the Academy were *Thomas S. Cummings*, *William Dunlap*, *Asher B.*

Durand, *John Frazee*, and *Henry Inman*. Among the second fifteen were *Thomas Cole*, *William Jewett*, *Rembrandt Peale*, *John Vanderlyn*, and *Samuel Waldo*. *Thomas Cole* was the first American landscape-painter, and *Durand* and *Thomas Doughty* were prominent among those who followed his lead in taking up this branch of painting. *Inman* was a noted portrait-painter, as were *Waldo* and *Jewett*, *Vanderlyn* (who has already been mentioned), and *Rembrandt Peale*. In the years following the founding of the Academy *G. P. A. Healey* (who went to Paris to study under Baron Gros and Couture), *Thomas Rossiter* and *William Hunt* of Boston (pupils of Couture), *William Page*, *Daniel Huntington*, *Charles L. Elliott*, and *Robert W. Weir* among others gained wide reputations as portrait and figure painters, and in landscape *John F. Kensett* and *Sanford R. Gifford* became especially famous. Some of the contemporaries and the immediate successors in point of historical sequence of these men, elected to membership in the Academy or chosen as Associates, from about the middle of the forties to the beginning of the seventies, form what is sometimes referred to as the 'Older School' of American painters. The Academy held its seventy-ninth annual exhibition in the spring of 1904.

In sculpture the first American artists to be noted are *John Frazee*, *Hiram Powers*, and *Horatio Greenough*, one of whose representative works is the equestrian statue of Washington in the Capitol grounds at Washington (p. 310). Frazee was born in 1790 and Powers and Greenough in 1805. *Thomas Crawford*, *Randolph Rogers*, *Thomas Ball*, *W. W. Story*, and *Henry K. Brown*, whose equestrian statues of Washington in Union Square, New York (p. 39), and of General Scott at Washington (p. 324) are especially worthy of mention among the achievements of the earlier American sculptors, should be grouped with Frazee, Powers, and Greenough, though they are chronologically later. This summary brings us to the period uniting the old and new, the time when American art, having made for itself a dignified place in the national civilization, was conservative in its processes and faithful to time-honoured traditions and had not yet felt to any appreciable degree the influences of the great revival that followed the appearance of Delacroix and Géricault, the famous men of 1830, and the Fontainebleau group in France. We find *Huntington*, *Baker*, *Le Clear*, *Eastman Johnson*, *J. B. Flagg*, *Hicks*, and others prominent as portrait-painters; *Guy*, *J. G. Brown*, *Henry*, *Loop*, *Mayer*, and *Wilmarth*, noted painters of figure subjects; *F. E. Church*, *Bierstadt*, *Cropsey*, *Bellows*, *Whittredge*, *Thos. Moran*, *De Haas*, *David Johnson*, *James M. Hart*, *Wm. Hart*, and *McEntee* the chief painters of landscapes, marines, and cattle-pieces, and *J. Q. A. Ward* and *Launt Thompson*, the sculptors of the day. We find in their work sincerity of purpose, much artistic feeling, and individuality. Except in a few cases, however, there is little to show that their art had developed under other than indigenous influences.

American art at the present time, broadly speaking, means art in New York, for though there is much that is of value produced in Boston and Philadelphia and something worth noting here and there in some other cities, the best work of the artists in these places is usually seen in New York. In considering the modern 'Movement' in New York it is fair to say that we cover the whole country, and the condition of the fine arts in the United States may be measured by applying the gauge to what is to be seen in New York. If a few individual factors be thus omitted, it does not affect the test as a whole. This is nearly as true of New York in the United States as it is of Paris in France and much more so than of London in Great Britain. It was in 1877 and 1878 that the first of a little band of artists that has now grown into an army almost, and is sometimes styled the 'New School' and sometimes the 'Younger Men', made their appearance in New York and excited public interest by their work at the Academy exhibitions. They came from their studies in Paris and Munich and with characteristic American promptitude founded a society of their own. Some of the home artists who were in sympathy with their aims joined with them, and the new Society called the American Art Association was formed at a meeting held in New York on June 1st, 1877, at which *Augustus St. Gaudens*, *Wyatt Eaton*, *Walter Shirlaw*, and *Mrs. R. W. Gilder* were present; and before the first exhibition was held in the spring of 1878 the names of the following artists, among others, were placed on the roll of the Society: *Olin L. Warner*, *R. Swain Gifford*, *Louis C. Tiffany*, *J. Alden Weir*, *Homer D. Martin*, *John La Farge*, *William Sartain*, *W. H. Low*, *A. H. Wyant*, *R. C. Minor*, and *George Inness*. The name of the organization was changed in February, 1878, to the Society of American Artists, and it was incorporated under that title in 1882. It has held exhibitions in New York every spring since 1878 with the exception of 1885. Its discarded title, the American Art Association, has meanwhile been assumed by a business company, which conducts sales of collections and deals in works of art. The Society of American Artists has now 125 members, about twenty of whom reside in Europe, and is a progressive, vigorous body, whose yearly exhibition is one of the most important events in the American art world. Whatever feeling of antagonism to the Academy may have existed at the outset of the new movement has now disappeared, and the Academy and the Society are friendly rivals. But young artists have been coming from Europe and establishing themselves in New York for the past twenty years, and their number increases steadily and rapidly. These younger men are very good painters as a rule; the space at the Academy is too limited to give room for their work and that of the Academicians and associates and other men who, though they do not belong to the Academy, hold a position in American art by reason of long residence and recognized ability; and the Society has been expected to offer the

vigorous young school a fitting place to exhibit. It has done this, especially in the past fifteen years, most successfully. A decade or more ago it secured in connection with the Architectural League of New York and the Art Students' League, a permanent home and spacious galleries in the new building of the American Fine Arts Society (the executive society of the alliance) at No. 215 West 57th St.

The highest standard of excellence is maintained at the exhibitions of the Society of American Artists, where the visitor will obtain an impression of what motives and purposes inspire the younger men and will see a collection of works of art that for individuality in conception and cleverness of treatment may justly be ranked with the best displays offered in the European capitals. The exhibitions at the Academy are somewhat larger, but uneven in quality, though the younger men are usually pretty well represented and the best work of the older school is there shown. Comparison between the two exhibitions will be found to be instructive and interesting. The number of American artists who are well trained is now very large. This is due to study abroad, the strong influence of the French school on the younger men, and the methods now followed in the instruction of pupils in the art schools. The number of those who do thoroughly good work and are individual in the presentation of their motives is altogether too great to give more than the names of a few of them. Perhaps it will not be invidious to mention those of *Homer*, *Chase*, *Dewing*, *Mowbray*, *Brush*, *Weir*. *Cox*, *Thayer*, *Blashfield*, *La Farge*, *Low*, *Wiles*, *Ochtman*, *Ben Foster*. *Kost*, *Murphy*, *Hassam*, *Benson*, *Millet*, *Tarbell*, *Vinton*, *Maynard*. *H. O. Walker*. *H. B. Jones*, *Tryon*, and *Horatio Walker* among the most prominent painters, and *St. Gaudens*, *French*, *MacMonnies*, *Hartley*, *Adams*, *Dallin*, *Grafly*. *MacNeil*, *Barnard*, *Pratt*, and *Elwell* among the sculptors. The American artists who reside abroad are frequently represented in the exhibitions at New York and other large cities, and *Sargent*, *Whistler* (d. 1904), *Abbey*, *Harrison*, *Dannat*, *Gay*, *Bridgman*, *Melchers*, *Pearce*, *Hitchcock*, *Vail*, *McEwen*, and others are as well known at home as in Paris. When at the Universal Exhibition at Paris in 1889 the American section in the fine arts department included the works of the artists at home and abroad, it was conceded by many that in interest, in technical excellence, and in individuality the American exhibition ranked second to none but that of France itself. At the World's Fair, held at Chicago in 1893, the home section was the largest and most interesting, and the works exhibited were generally allowed to surpass the collections of other countries in individuality while rivalling them in technical excellence. At the Pan-American Exposition, Buffalo, 1901, where the fine art section comprehended works by Americans only, it was the general opinion of those best qualified to judge that the United States showed as high a level of achievement in painting and sculpture as any of the European nations. The intelligent observer who comes to the United States and takes the opportunity to

study American art as it is to-day cannot but be impressed with the value of its present achievement. The high place it is destined to occupy in the future is plainly indicated in the startling rapidity of its progress and the earnestness of purpose of the artists who are each day adding to its renown.

The visitor to New York will find in December an exhibition of the New York Water Color Club, a society organized in 1890, whose purpose it is to hold annual exhibitions in the art season before the holidays; in January, the annual exhibition of the Academy at 215 W. 57th St. (one of the best and most interesting of all the exhibitions); and in April the regular annual exhibition of the Society of American Artists. The annual exhibition of the American Water Color Society is held in spring, usually at the American Art Association, 6 East 23rd Street. In addition to these there are usually, throughout the season, numerous special exhibitions in the galleries of the dealers of the works of individual artists, and at the American Art Association and the Fifth Avenue Art Galleries there is a constant succession of exhibitions — some of them often of great importance, as when notable private collections are shown before being sold at auction. The *Metropolitan Museum* (p. 54), with the valuable additions made recently, compares very favourably with the great galleries of Europe. The exhibitions of the Architectural League, held annually in Jan., are interesting to the non-professional visitor, as the scope of the exhibition includes decorative art, and the architectural portion of the display has many popular as well as technical features. For those who wish to be informed as to the facilities for instruction in the fine arts in New York it may be mentioned that the schools of the Art Students' League, where there are over a thousand pupils on the rolls, rank with the schools of Paris in the quality of the work produced by the students, and that excellent schools are maintained also by the National Academy of Design, the Cooper Union, and the New York School of Art.

In Philadelphia annual exhibitions of American art are held at the Pennsylvania Academy of the Fine Arts (founded in 1805), and the permanent collections are valuable and interesting. Exhibitions are also held by the Art Club of Philadelphia and by the Philadelphia Society of Artists. In Boston the collections of the Museum of Fine Arts are of great value both from the artistic and the historical standpoint, and exhibitions of the work of American artists are given each season by the Boston Art Club, the Copley Society, and other societies. In most of the larger cities, such as Chicago, St. Louis, and Cincinnati, and in many towns in the East and West there are art institutions and schools, and exhibitions to which New York artists are among the contributors are held at regular periods.

Comp. 'American Masters of Painting' by *Charles H. Caffin* (1903) and 'The History of American Sculpture', by *Lorado Taft* (illus.; 1903).

b. Architecture,
by
Montgomery Schuyler.

The sources of the settlement of the United States were so many and so various that we should expect to find a corresponding variety in the building of the colonies. As a matter of fact, however, by the time the settlements upon the Atlantic seaboard had become sufficiently established to project durable or pretentious buildings, the English influence had become predominant, and the colonists took their fashions from England in architecture as in other things. The Spanish settlements within the present limits of the United States

were unimportant compared with those farther to the South. The trifling remains of Spanish building in Florida and Louisiana are not to be compared with the monuments erected by the Spaniards in Mexico, where some of the churches in size and costliness and elaboration of detail are by no means unworthy examples of the Spanish Renaissance of the 17th century. The only considerable town on the Atlantic coast that is not of English origin is New York, which was already a place of some importance when the New Netherlands were ceded to Great Britain by the treaty of Breda in 1667. It was built in the then prevailing fashion of Holland. The 'Flemish Renaissance', which has lately appealed to English architects as containing valuable suggestions for modern building, did not impress the new masters of New Amsterdam. The crow-stepped gables and steep tiled roofs of the Dutch settlers were displaced by dwellings and warehouses of English architecture executed by English mechanics. It is unlikely that any specimen of Dutch architecture was erected, either in New York or in Albany (which retained its Dutch characteristics longer), after the beginning of the 18th century. There are now no Dutch buildings left in New York, and the last in Albany has lately been demolished. There are, however, here and there Dutch farmhouses left on Long Island and in New Jersey; the Van Cortlandt manor-house still stands at Croton on the Hudson, and is still occupied by the descendants of its builder; a manor-house of the Van Rensselaers, patroons of Rensselaerswyck, has been re-erected at Williamstown (p. 180), whither it was recently removed from Albany; there is an occasional Dutch church in the oldest parts of New York State and New Jersey; and part of the Philipse manor-house, now the City Hall of Yonkers (p. 191), is of Dutch architecture. These relics are all of the 17th century and are interesting rather historically than architecturally.

The public buildings of the colonial period were mainly churches, and these, where they were more than mere 'meeting-houses', were imitated from the churches of Sir Christopher Wren and his successors. Of these St. Michael's (p. 436), built in 1752 in Charleston, is the most conspicuous and perhaps the most successful. Burke, in his 'Account of the European Settlements in America' (1757), says of it: 'the church is spacious and executed in very handsome taste, exceeding everything of that kind which we have in America'. The design is attributed, on the strength of a contemporaneous newspaper paragraph, to 'Mr. Gibson', but this is probably a mistake for Mr. Gibbs, the architect of St. Martin's-in-the-Fields in London and the Radcliffe Library at Oxford, being at the time one of the most successful of English architects and perhaps the most distinguished of the immediate followers of Wren. The resemblances between St. Michael's and St. Martin's tend to strengthen this conjecture. St. Paul's (p. 34) in New York (1767) was the most important of the colonial churches of the city and in style resembles St. Michael's, being ultimately inspired by Wren's city churches in London.

A local tradition refers the design of the College of William and Mary (p. 415), at Williamsburg, Va., to Sir Christopher Wren himself, but the architecture scarcely bears out the legend. It is, however, in Virginia and in Maryland that the colonial architecture is seen at its best. The great tobacco-planters of those colonies formed a real landed gentry, such as could scarcely be said to exist in any other of the colonies, excepting the holders of manorial grants on the Hudson River, who were much fewer in numbers. The farmers of New England and Pennsylvania were a yeomanry and there were very few landed proprietors in New England who could rival the scale of living of the tobacco-planters, whose estates and agricultural operations were extensive, whose habits were hospitable and commonly extravagant, and who lived up to their easily acquired incomes. They possessed real 'seats', and these are the most pretentious and the most interesting examples of colonial domestic architecture. Such mansions as Brandon, Shirley, and Westover in Virginia (see p. 413), and Homewood and Whitehall in Maryland, testify to a high degree not only of social refinement on the part of their owners but of skill on the part of the artisans who built them, for the profession of architecture was almost if not quite unknown to the colonies. The architecture of these mansions consisted in a simple, almost invariably symmetrical composition, often a centre with wings connected with it by a curtain wall, in a careful and generally successful proportioning of these parts and of the stories, which were usually two and very rarely more than three, and in the refined though conventional design and skilful execution of the detail, especially of the detail in woodwork. The porch was the feature of the front, and in houses of much pretension generally exhibited an order, consisting of a pair of columns sustaining an entablature and a pediment. The bricks were imported from England, or often, in the northern colonies, from Holland, and stone was sparingly employed. Many of the country seats of the landed gentry have been piously preserved, but in towns the colonial houses have been for the most part destroyed. Annapolis (p. 307), in Maryland, named after Princess Anne, has been left on one side by the march of improvement and remains to show many specimens of the Georgian architecture, which still give it a strong resemblance to an English town that has remained inactive for a century.

The colonial architecture continued to prevail after the close of the politically colonial period. The first Capitol of the United States at Washington was a very good specimen of it, although the design of it has been obscured by the later additions in a different taste. Although the plan which was accepted was the work of an amateur, to whom the design of the building was really due, the work of construction was assigned to a trained architect later. At the instigation of Jefferson, then President and himself a dabbler in architecture, the architect attempted to compose an 'American order' by conventionalising the foliage of plants peculiar to this continent. Some of the

capitals engendered by this essay are to be seen in the interior of the Capitol (p. 313), but it is upon the whole fortunate that no attempt was made to employ them in the exterior decoration. The building was burned by the British in 1814, but was rebuilt with additions and variations during the next decade. To the same period belong the State House of Massachusetts at Boston, the City Hall of New York, and the Merchants' Exchange of Philadelphia, all specimens of educated and discreet architecture, as it was at that time understood in Europe.

The inspiration of these works and of others like them was distinctly Roman. The Greek revival that was stimulated in Europe by the publication of Stuart's work on Athens was somewhat belated in reaching the United States, where the Roman Renaissance of Wren and his successors was in full possession. The Grecian temple was adopted at the national capital as the model of a modern public building about 1835, with such modifications as were compelled by practical requirements. The Treasury, of the Ionic order, the Doric building of the Interior Department, commonly called the Patent Office, and the Corinthian General Post Office were among the first fruits of this cult. From Washington it gradually spread over the United States, Girard College (p. 270) at Philadelphia and the Sub-Treasury and the Custom House at New York being among the finest and most monumental of the American reproductions. For the next 15 years the Grecian temple in stone or brick was commonly adopted for churches as well as for public buildings, while it was reproduced in wood for dwellings of architectural pretensions, either in town or country. In 1851 the extension of the Capitol at Washington was begun. It consists of two wings, fronted with Corinthian colonnades, making the extreme length of the building 750 feet, and the addition of a central dome of cast iron, which attains the disproportionate height of over 300 feet and is, in other respects, not very successfully adjusted to the building which it crowns. The Capitol thus completed became the model for American public buildings. Nearly all the State Houses have followed its general disposition and have included a lofty dome.

Although there are some earlier churches in a style which the designers of them believed to be Gothic, the Gothic revival in the United States may be said to have begun with the erection of Trinity Church (p. 33) in New York in 1846, which remains, perhaps, the most admirable piece of ecclesiastical architecture in that city. Within a few years thereafter Gothic had almost entirely superseded classic architecture as a style for churches, although in commercial buildings the models of the Renaissance were preferred, and these were imitated in fronts of cast-iron to an extent quite unknown elsewhere. The Gothic designers, however, insisted upon the applicability of their style to all uses and made many essays of more or less interest, in public, commercial, and domestic building, of which there are examples in all the Atlantic cities.

Up to this time, although among the leading American architects were Germans and Frenchmen as well as Englishmen, and an increasing proportion of native designers who had made their studies at the Ecole des Beaux Arts, or in the office of Continental architects, the architecture of the country had upon the whole been a faint and belated reflection of the current architecture of England. This continued to be the case during a brief season of experiments with 'Queen Anne'. But at this time there arose an American architect whose personal force, manifested for the most part in his own free version of the Southern French Romanesque, very deeply impressed his contemporaries and his successors and greatly affected the building of the whole country. This was *Mr. H. H. Richardson* (1838-86), who came into a national celebrity with the completion of Trinity Church, Boston, in 1877, when the author was thirty-nine years old. In the nine years of life that remained to him, he made such an impression upon his profession that almost every American town bears traces of his influence. His own most noteworthy works, besides Trinity, are the county-buildings at Pittsburg (p. 295), the Senate Chamber, the Court of Appeals, and the Western Staircase of the Capitol of New York at Albany (p. 198), the Albany City Hall (p. 199), the Cincinnati Board of Trade (p. 385), Sever Hall and Austin Hall at Cambridge (p. 113), and a warehouse in Chicago (p. 353). As might have been expected, he has had many imitators, but the extent and the value of his services to American architecture are best seen in the work of architects who have recognized the force that lay in his simple and large treatment, and have recognized also that the force of this treatment was independent of the detail he employed and of the style in which he worked. This lesson has been learned and applied by the architects of many of the towering 'elevator buildings' erected for commercial purposes, which are so marked features of the American cities, and are the unique contribution of American architects to their art. The introduction of the elevator made possible a great increase in the number of stories of a commercial building, which before that introduction were usually limited to five, whereas quite three times that number have been proved to be practicable and profitable. The earliest of the elevator buildings were the Western Union building (p. 34; since partly destroyed and rebuilt) and the Tribune building (p. 35) in New York, and these are but twenty years old. The architectural problem presented by these structures was entirely new, and no precedents could be invoked for their treatment. Many of the different solutions of it offered by American architects are of high ingenuity and interest. Boston, New York, Philadelphia, and Chicago offer numerous commercial buildings that are impressive and admirable pieces of architecture, although the conditions of their erection have compelled the designers to disregard many accepted canons of their art, and they seem voluntarily to have disregarded many others. In public buildings, the modern

French style, imported by graduates of the *Beaux Arts*, is at present in undisputed control.

While American architects have been compelled to contribute to architecture a new type in the elevator building, they have won successes not less genuine, though of course less startling, in domestic architecture. Here also they are almost equally independent of convention, and this, as is often apparent in their successful essays, not from ignorance but from deliberate choice. The discipline of the schools has enabled a designer to produce work that is clearly scholarly and as clearly not scholastic. Dwellings of recent erection are to be found in the suburbs of Boston, in the new 'West Side' of New York, on all three 'sides' of Chicago, and indeed in all the chief towns of the North and North-West that are so far from being examples of styles that they betray a complete freedom of eclecticism and that are yet evidently the work of accomplished and artistic designers. The massiveness of the Romanesque in which Mr. Richardson worked sometimes even in his hands degenerated into a coarseness and clumsiness that are especially repugnant to the spirit of domestic architecture. His imitators have exaggerated these defects and omitted the qualities which in his work atoned for them, and the most successful of recent American dwellings that can be classified as Romanesque are of a lighter and more enriched Romanesque than that which he employed. The French Renaissance of Francis I. has appealed to many of the architects as a style at once free and picturesque and at the same time refined, and some interesting houses have been done in it, especially in New York (comp. p. 44) and Philadelphia. In country-houses, also, American architects have had their successes, and a fairly comprehensive view of their achievements in this kind can be had from a sojourn at any of the watering-places on the coast of New England or New Jersey. Architecturally as well as otherwise Newport is the most interesting of these.

The European historians and critics of architecture who have so long been insisting that 'Art is not archæology' may find in the current building of the United States that precept reduced to practice. An absolute freedom is the rule alike among competent and incompetent architects, subject with the former class to the artistic unity of the resulting work. In commercial and domestic architecture, along with much wildness and crudity, this freedom has produced much that is interesting and suggestive to the European student of architecture, and that gives good hope for the progress of architecture in the United States.

XV. Sports and Games.

The interest in outdoor sports, which once confined itself to those distinctively American pastimes, base-ball and the trotting race, has within the last thirty years grown at once more catholic and more intense. Every form of sport now has its devoted admirers, who follow it with the energy and the enthusiasm which are part of the American character. The growth of this taste for outdoor games has been so rapid and so widespread that it seems surprising that it was not of earlier origin. Perhaps the explanation is that in a new country open-air labour is so general as to forbid open-air play; or that Americans have until recently been too busy to amuse themselves except after sundown.

To enter into the spirit of American pastimes, an Englishman need only learn to admire the gait of the trotting horse and to admit the merits of base-ball as a substitute for cricket. All other sports are conducted substantially upon English models. The *Running Horses* (*i.e.* race-horses) are all of English blood, and the tracks are becoming annually more like those of Great Britain, straight and hilly courses replacing the level oval mile once universal; *Football* as played in the States is a modification of the Rugby game; *Lawn Tennis*, *Cricket*, *Lacrosse*, *Golf*, and *Polo* are played in the same way in both countries; while *Yachting*, *Rowing*, and *Canoeing* are equally popular on each side of the Atlantic.

Though the theory that **Base-ball** is a development of '*Rounders*' is sometimes disputed, the 'National Game' is easily understood by anyone familiar with the old English pastime. It is played in every village, town, and city, and by every school, college, university, and athletic club in the country; but the games most worth seeing are those of the (professional) *National League*, in New York, Boston, Brooklyn, Cincinnati, Chicago, Philadelphia, Pittsburg, and St. Louis; and of the *American League* in New York, Boston, Philadelphia, Washington, Chicago, St. Louis, Cleveland, and Detroit. These games are largely attended, holiday crowds of 15,000 or 20,000 being not uncommon. The club 'representing' each of these cities plays a series of home-and-home games with every other; the winner of the greatest number is the champion of the year. Minor 'Leagues' are the *Eastern*, *Atlantic*, *Southern*, *Pacific Coast*, and *Western*, with clubs in the smaller cities. The best amateur games are those of the colleges (especially *Harvard*, *Yale*, *Pennsylvania*, *Princeton*, *Georgetown*, and *Cornell*) and of the larger athletic clubs. The season begins in April and ends in October. A base-ball team consists of nine men, including the pitcher, catcher, and seven fielders. Large salaries are paid to the best professional players, and the game is the vehicle of a considerable amount of betting in the western states.

Horse Races. See p. 20 under New York. Other meetings are held during the season in or near Chicago, St. Louis, Cincinnati, Louisville, New Orleans, Washington, Saratoga, Memphis (Tenn.), Lexington (Ky.), San Francisco, and elsewhere. The racing at these tracks is of varying quality, but rarely as good as on the New York circuit.

Trotting Races take place during the season, from May to October, on 1500 tracks in the United States owned by racing associations, and county and state fair associations, as well as on many private tracks at brood-farms and elsewhere. Stakes, purses, and added money amount to more than $3,000,000 annually; and the capital invested in horses, tracks,

stables, farms, etc., is enormous. The tracks are level, with start and finish directly in front of the grand stand, and are either 1 M. or ½ M. in length. They are always of earth, and are usually elliptical in shape. The horses are driven in two-wheeled 'sulkies' of little weight, and the handicaping is exclusively by time-classes. Records of every race are kept by two national associations. Horses that have never trotted a mile in less than 2 min. 40 secs. are in one class; those that have never beaten 2.35 in another; those that have never beaten 2.30 in a third; and so on down to 2.5, which has been beaten but a dozen times. Races are always trotted in heats, and the winner must usually win three heats, though a sensible movement has been recently inaugurated, with the support of most of the 'Grand Circuit' tracks, to award the race to the horse which first wins two heats. With a dozen entries (or even six or eight, the more usual number) a race may occupy an entire afternoon, and require many heats before a decision is reached. Betting is common at every meeting, but is not so prominent as at running tracks. The pacing gait is becoming more common, and at many race-meetings the purses offered for the pacing classes are almost as numerous as those offered for the trotters. The best races are to be seen at the tracks of the 'Grand Circuit'. This circuit holds meetings, of from four to eight days each, in or near Detroit, Cleveland, Columbus (O.), Buffalo, New York, Brooklyn, Boston, Providence, Hartford (Conn.), Cincinnati, Lexington (Ky.), and Memphis. A feature of many of these meetings is the attempt of famous horses, accompanied only by a running or pacing mate, to 'break the record' for a mile. In 1903 the trotting-record was for the first time brought within two minutes, when 'Lou Dillon' covered the distance in 1.58½ at Memphis. At the same meeting, 'Dan Patch' reduced the pacing record to 1.56¼. The best brood-farms for the development of trotting and pacing horses are in Kentucky and California. Each farm has an annual auction-sale of its produce, either at home or in New York City.

Hunting is much in vogue in the neighbourhood of New York, though the place of a fox is generally taken by a 'drag'. There are frequent meets with one of the packs of *Meadowbrook*, *Rockaway*, *Orange*, or *White Plains*. Boston, Philadelphia, and Washington also support packs. The wild fox is hunted in the *Genesee Valley* (N. Y.), at *Media* (Pa.), and at *Barre* (Mass.). Near the cities the sport is indulged in mainly by active business-men who cannot spare more than an afternoon for it.

Shooting and Fishing are generally open to all-comers during the legal season, upon payment in some cases of a moderate fee to the authorized state official, though the number of game and fish-preserves is increasing. The *Game Laws* are different in each of the States and Territories and cannot be conveniently condensed. They are printed for public distribution by the Government (Farmer's Bulletin No. 180, of the Department of Agriculture) and in the 'Woodcraft Magazine', published by the Forest & Stream Co. (346 Broadway, New York City).

Of the 33,000 sq. M. in the state of *Maine* about one-half is an almost uninhabited wilderness of forest. Here are 1500 lakes, thousands of streams and rivulets, and miles upon miles of hunting-grounds, where the sportsman may find large game and small and fishing and shooting of almost all kinds. His visit should be made not earlier than the middle of July, when the black fly has passed, and may continue until after the middle of October, when the open season for deer and moose begins. By law he may fish in fresh water from May to Sept. inclusive, and hunt from Sept. to Dec. inclusive, the greater sport being permitted from the day the quieter ceases Bears, foxes, wild-cats, and wolves he may kill at any time, and opportunities for doing so are not unlikely to occur. Ducks, geese, loons, and herons abound; and small game of every kind is common. The region may be entered at *Greenville*, on *Moosehead Lake* (p. 131), the largest sheet of water in the State. Here guides may be obtained at $3 per day, who furnish canoes, cooking utensils, and tents. It is best, of course, to camp out. For this, one guide is required for each visitor; food will cost about $1 per day, and other equipment may

be purchased beforehand, or hired at Greenville or any other point selected for entering the woods. A good rifle, a pole (fishing-rod), lines, flies, reels, stout boots, and plenty of blankets — these are the necessities, and beyond these one may take an outfit as complete or as modest as desired. Care should be taken in the selection of guides. In July and Aug. it is not easy to get good ones. A party of four, with four or five guides, is as large as is desirable. — The region may be entered from the other side, almost as conveniently, from the stations on the Bangor & Aroostook R. R. between Norcross and Ashland.

The *Rangeley Lakes* (p. 141) are more accessible than Greenville, but the hunting there is not so good, though the fishing is excellent, particularly in May and June. The wilderness may be penetrated in canoes from either point for hundreds of miles, with increasing chances of game.

The *Adirondack Region* (p. 209) has a smaller area than the Maine wilderness, and the shooting is not so good. Deer may be met with, however, the open season lasting from Sept. 1st to Nov. 15th. But although large hotels, steam-launches, and even railroads are now found throughout the Adirondacks, the trout-fishing is still excellent. The season lasts from April 16th to Aug. 31st. A large part of the region is owned by the State and reserved as a public park. August is the best month for a visit; and the sportsman may go directly to one of the hotels in the region, relying upon the guides, provisions, and equipments there to be found.

There is also good hunting in the mountains of Pennsylvania, the Virginias, Tennessee, and North Carolina; and in the Far West the biggest game is found. Deer are abundant, too, in Louisiana, Mississippi, Florida, and Alabama, and venison has within recent years been cheaper than beef in the markets of New Orleans. But the limits of this article forbid more than a mention of these facts.

Wild Fowl abound on the coast from Maine to Florida; the season for duck, etc., usually opens about Sept. 1st and continues to April.

Tarpon Fishing in the deep-sea water off Florida, best from Feb. to May, is a superb sport (comp. p. 443).

Buffaloes are nearly extinct. There are not over 1000 on the continent; of these 500 are in Yellowstone Park, where the sound of a gun is never heard. Another herd is preserved in the Corbin Park, New Hampshire (p. 152).

The *Mountain Sheep* and *Rocky Mountain Goat*, in the Far West, are generally protected by law from Jan. to Sept.; in some States they cannot be legally killed at all.

Bicycling. This sport is less popular than it was a few years ago, and the number of clubs and of individual riders has considerably decreased. The roads in the United States are not good for wheeling, except near large cities and in a few eastern counties. They are, however, constantly being improved, and long tours, even across the continent, are now often made. The *League of American Wheelmen*, which has members in every State, is doing what it can to improve the country-roads, with some success. Already by political action, it has secured for the wheelman many rights formerly denied him, including the freedom of public parks, in almost all cities, on an equality with other vehicles. Clubs exist in every city. Professional bicycle-racing, upon specially constructed tracks, the riders being 'paced' by motor-machines, has become very popular in recent years. There are tracks near most of the larger cities, and the meetings are under control of the *National Cyclists' Association*. The *Cyclists' Touring Club* of England is represented in the United States by a Chief Consul (Mr. Frank W. Weston, Savin Hill, Boston, Mass.) and Consuls in many towns and cities. Manufacturers or dealers, from whom information may be sought and wheels hired, are to be found in almost every town.

Motoring. This sport, although necessarily confined to the comparatively wealthy, and somewhat interfered with by the inferiority of many rural roads, is engaged in by increasing numbers. There are races and speed trials on many tracks in the summer and autumn, and at Ormona Beach (Florida) in the winter.

Lawn Tennis. The annual *All-comers Tournament* is held at Newport in August; the winner plays the champion of the year before for the championship at singles. A *Western Championship Tournament* at doubles occurs in Chicago in July, and an *Eastern* in Boston; the winners of these meet at Newport. The *Ladies Championships* are decided in Philadelphia. All these are open to members of recognized clubs, American or foreign. The Davis International Challenge Trophy, presented by American players, was won by the brothers Doherty in 1903 and taken to England. There are many minor tournaments during the season (May to Oct.), usually open to strangers. A *Tropical Championship Tournament* is held in St. Augustine, Florida, during the winter. The *National Association* is the governing body, and there are clubs and courts in every city, and in many of the smaller towns and villages as well.

Hand-Ball, Squash, and **Racquets.** Courts for these are to be found in many gymnasia and athlethic club-houses, and the game of *Basket-Ball*, which may be described as a milder variation of in-door foot-ball, which women as well as men can play, has become popular, particularly in school and college gymnasia.

Cricket. The best clubs are in Philadelphia (see p. 260); in New York and Chicago a few Englishmen play, and some of the colleges have elevens. The game, however, has never secured a good foothold, being generally considered too slow as compared with base-ball.

Golf has become very popular in the United States, and links have been laid out all over the country. There is an *Association of American Golf Clubs*, to which most of the local organisations belong. Under the auspices of this association, tournaments for the National Amateur Championship, the Open Championship, and the Ladies Championship are annually held, the finest courses in the country being selected in rotation for this purpose. There are also many local and inter-urban competitions during the season. Comp. p. 22.

Polo and **Court Tennis** have their headquarters at Newport. There are more than thirty polo-clubs in the country, the most important being the *Meadowbrook*, *Rockaway*, *Lakewood*, and *Westchester Country Clubs* near New York, the *Myopia* and *Hedham Clubs* near Boston, and the *Bryn Mawr* and *Philadelphia Country Clubs* near Philadelphia. — **Lacrosse** is mainly a Canadian game, but there is a *Lacrosse League* in the cities of the Atlantic coast, and the game is played at several other colleges.

Yachting. The principal clubs are in New York and Boston. The New York Yacht Club, by far the largest, holds its most important races off Newport, the Eastern Yacht Club off Marblehead (Mass.). The sport is popular all along the Atlantic coast, and there is no little sailing, generally of small craft, on the Great Lakes and other inland bodies of water. The races for the famous international trophy known as the America Cup, which have occurred four times in the last decade, are held in New York Lower Bay.

Rowing. The *National Association of Amateur Oarsmen* is the governing body, and holds an annual regatta, over a different course each year. Other associations are the *New England*, the *Middle States*, the *Harlem*, and the *Southern*. Among the best eight-oared crews are those of *Harvard*, *Yale*, *Columbia*, *Cornell*, *Wisconsin*, and *Pennsylvania Universities*. Harvard and Yale race at New London (p. 83) in June; the others either there or on the Hudson River or at Saratoga.

Canoeing. The *American Canoe Association* holds an annual meeting in Aug., usually in Northern New York. There are canoeists on almost every stream in the country, and many clubs. Sailing is developed at the expense of paddling; in other respects the customs are similar to those in England.

Football. The game played is a development of the Rugby game, but is played with teams of eleven a side instead of fifteen, and with a much more complicated code of playing-rules and tactics. *Yale*, *Harvard*, *Princeton*, *Pennsylvania*, *Cornell*, *West Point*, and *Annapolis* have the best elevens

in the East; *Chicago*, *Michigan*, *Wisconsin*, and *Minnesota* in the West. The important matches between these elevens are played in November, and 30,000 or even 40,000 spectators are often present. Almost every college and school in the country and many athletic clubs have elevens, but there are no professional teams of any importance. The season is very short, beginning in Sept. and closing with the last of November.

Bowling ('Ten-Pins') is a favourite amusement of both sexes throughout the United States, and alleys are attached to most gymnasia and athletic club buildings, as well as to many summer-hotels and amusement-halls. Tournaments of local interest are constantly held during the winter months, and the *American Bowling Congress* has an annual competition in February her the national championship, each year in a different city.

Athletics. The track-events are the same as those contested in England, though the character of the country and the climate make long-distance and cross-country running far less popular, and the short races (100 yards to ½ M.) are more generally contested. An innovation is the very short sprint (30-50 yards), often contested at indoor winter games. In hurdle-racing and jumping the standards are very high; walking is not much practised. In weight-throwing the rules differ radically from the English. The chief athletic clubs are the *New York A. C.*, the *Boston A. A.*, the *Columbia A. C.* (Washington), the *Southern A. C.* (New Orleans), the *Crescent A. C.* (Brooklyn), the *Olympic A. C.* (San Francisco), the *Buffalo A. C.*, the *Detroit A. C.*, the *Duquesne A. C.* (Pittsburg), and the *A. C. of the Schuylkill Navy* (Philadelphia). Most of these hold spring and autumn meetings; and indoor games are held in armouries and other large halls, so that the season practically lasts throughout the year. It is at its height, however, in May, June, and Sept. Many of the colleges send representatives to the *Intercollegiate Athletic Association's* meeting, which is held each year in May on the track of one or other of the leading Eastern universities; Harvard, Yale, Pennsylvania, and Princeton lead the others. There are also scores of less important intercollegiate and interscholastic meetings during the spring and early summer.

Rifle Shooting. The *National Rifle Association* holds an annual meeting at Sea Girt (N. J.) with various inter-state and inter-club matches. An American team, shooting at Bisley, England, in 1903, captured the Palma Trophy which had been won by a Canadian team in 1901, and by an English team in 1902.

Boxing and Wrestling have many devotees. Prize-fighting is forbidden by law in most states, but pugilistic encounters, where they are permitted, draw thousands of spectators.

Winter Sports. The severity of the northern winters offers opportunity for many exhilarating outdoor sports. *Skating*, *Coasting*, and *Tobogganing* are enjoyed by millions, and the large number of citizens of Norwegian or Swedish origin has led to the introduction of the Scandinavian pastime, *Ski-running*, into the States, where it has been adopted with enthusiasm. *Ice-Hockey* and *Curling* are also practised in many parts of the country.

XVI. Educational, Charitable, Penal, and Industrial Institutions.

The object of many visitors to the United States is to study its systems of schools, prisons, or charities, or to inspect the working of its leading industrial establishments. For such visitors the subjoined brief index-lists may be serviceable.

a. Educational Institutions,

by *President Nicholas Murray Butler* of Columbia University.

Public Education is regulated by the several States. The United States Bureau of Education, established in 1867 (Dr. William T. Harris,

present Commissioner of Education), maintains a library and educational museum at Washington and issues an annual report. It has, however, no direct authority over education in the States.

Each State maintains an elaborate system of public schools; those of the N. and W. States (*e. g.*, New York, Massachusetts, New Jersey, Michigan, Minnesota, Iowa, California, etc.) are especially well organized and administered. In addition to providing free elementary and secondary education, many of the W. States maintain free universities, the original funds for the endowment of the same having been derived from the sale or rental of public lands given by Congress for the purpose. The largest of these are the University of Michigan at Ann Arbor (p. 339), the University of Wisconsin at Madison (p. 362), the University of California at Berkeley (p. 502), the University of Minnesota at Minneapolis (p. 369), and the University of Illinois at Champaign (p. 402).

As a rule, however, the great colleges and universities are private foundations managed by a corporation or board of trustees. Of these the oldest is Harvard University (founded in 1636) at Cambridge (p. 112). In 1902-3 the gross annual expenditure of Harvard, excluding the cost of new buildings, exceeded $ 1,500,000. About 6000 students are now in attendance. The other great universities of this class are the Johns Hopkins University at Baltimore (p. 305, founded in 1876), which has had a profound influence on higher education in America; Columbia University in New York (p. 62; founded as a college in 1754, reorganized as a university in 1890); Cornell University at Ithaca (p. 236; founded in 1865); Yale University (p. 77; founded in 1700); Princeton University (p. 257; founded as a college in 1746); the University of Pennsylvania (p. 272); and the University of Virginia, Charlottesville (p. 380; founded in 1819). Among the newly founded institutions are the Catholic University of America at Washington (p. 324), the University of Chicago (p. 355), and Stanford University (p. 557).

There are about 400 colleges in the United States in addition to the great universities. Well-known colleges are Amherst (p. 84), Williams (p. 180), Hamilton (Clinton, N. Y.), Miami (Ohio), Lafayette (p. 247), Rutgers (p. 257), and Knox.

The leading colleges exclusively for women are Wellesley (p. 82), Vassar (p. 193), Smith (p. 182), and Bryn Mawr (p. 287).

Technological education is given at Harvard, Columbia, and Cornell Universities, as well as at institutions exclusively for that purpose. Of the special schools for the training of engineers, architects, etc., the most worthy of a visit are the Massachusetts Institute of Technology (p. 104), Stevens Institute of Technology (p. 67), Rensselaer Polytechnic Institute (Troy, p. 185), and Rose Polytechnic Institute (Terre Haute, p. 388).

Of city school systems the best are, perhaps, those of New York (p. 7), Minneapolis (p. 367), Indianapolis (p. 378), Denver (p. 511), Kansas City (Mo.; p. 506), Boston and Brookline (R. 5), and Cleveland (p. 331). Duluth (p. 379), Detroit (p. 335), Springfield (p. 80), and Denver have the finest high-school buildings and equipment. Kindergartens will be found in the public schools of New York, Washington (p. 303), Boston, Philadelphia (p. 259), San Francisco (p. 513), and elsewhere.

Literature: The Annual Reports of the United States Commissioner of Education and the Annual Reports of the State and Municipal School Authorities and of the Presidents of the great universities, all of which may usually be had free on request. The only work giving a complete view of the American educational system is 'Education in the United States' (2 vols., Albany, N. Y., P. B. Lym Co.), a series of 20 monographs by different writers.

b. Correctional and Charitable Institutions.

Penal Institutions. New York State Penitentiaries at Ossining (p. 192) and Auburn (p. 236). — Institutions on Blackwell's Island (p. 66). — Eastern Penitentiary at Philadelphia (p. 269; the only prison in the country managed on the 'separate system'). — Western Penitentiary, at Allegheny (p. 299). — Massachusetts State Prison at Charlestown (p. 115). — Boston

House of Correction, at Deer Island (p. 115). — Northern Illinois Penitentiary, at Joliet (p. 493). Southern Illinois Penitentiary, at Chester. — Ohio Penitentiary, at Columbus (p. 327). — California State Prisons, at San Quentin and Folsom.

Reformatories. New York State Reformatory, Elmira (p. 245). — Massachusetts Reformatory, Concord (p. 146). — Reformatory Prison for Women, South Framingham, Mass. (p. 82). — Pennsylvania Industrial Reformatory, Huntingdon (p. 289). — Michigan Reformatory, Ionia (Mich.). — Ohio Reformatory at Mansfield (p. 326). — Illinois Reformatory at Pontiac (Ill.).

Lunatic Hospitals and Asylums. Mount Hope Retreat for the Insane, Baltimore (p. 301). — Eastern Michigan Asylum for the Insane, Pontiac (Mich.). — State Lunatic Asylum, Utica (p. 233). — Willard Asylum for the Insane, Willard (N.Y.). — Massachusetts Lunatic Hospital and Asylums at Worcester (p. 81), Danvers (Mass.), Westborough (Mass.), and Waverly (Mass.). — Ohio Asylums for the Insane at Columbus (p. 327), Toledo (p. 333), and Cleveland (p. 331). — Hospital for the Insane in Philadelphia (p. 279). — Illinois Eastern Hospital for the Insane, at Kankakee (p. 378). — Hospital for Dipsomaniacs and Inebriates at Foxborough (Mass.).

Institutions for the Blind. Perkins Institution for the Blind, Boston (p. 111). — Illinois Institution for the Education of the Blind, Jacksonville (p. 507). — New York Institutions for the Blind, at New York (p. 51) and Batavia (p. 237). — Pennsylvania Institution for the Instruction of the Blind, Philadelphia (p. 259). — Ohio Institution for the Education of the Blind, Columbus (p. 327).

Institutions for the Deaf. The most important of these are at Northampton (p. 182), Flint (Mich.), New York City (p. 64), Columbus (p. 327), Indianapolis (p. 378), Jacksonville (p. 507), Hartford (p. 79), Philadelphia (p. 259), Knoxville (p. 424), and Delavan (Wis.).

Reformatories for Youth. Among the largest of these are the institutions at West Meriden (Conn.), Plainfield (p. 258), Baltimore (p. 301), Carroll (Md.), Westborough (Mass.; for boys), Lancaster (Mass.; for girls), Lansing (p. 338), Jamesburg (N. J.), Randall's Island (p. 66), Rochester (p. 238), Westchester (N.Y.), Lancaster (Ohio), Cincinnati (p. 384), Philadelphia (p. 257), Morganza (Pa.), Providence (p. 84), and Waukesha (p. 361).

c. Industrial Establishments.

I. Metallic Industries and Machinery. Homestead and Edgar Thomson Steel Works, near Pittsburg (see p. 298); Pennsylvania Steel Co., at Steelton (p. 288) and Sparrow's Point (p. 302); Cambria Steel Co., Johnstown (p. 290); Illinois Steel Co., Chicago (p. 349); iron and steel works at Cleveland (p. 331), Buffalo (p. 239), Wilmington (p. 300), Bethlehem (p. 281), Sharon (Penna.), and Birmingham (p. 426); agricultural machinery at Chicago (p. 349; McCormick), Louisville (p. 395, Avery), Columbus (p. 327), Akron (p. 345), Springfield (p. 383), Canton (p. 326), Moline (Ill.), and Hoosick Falls (p. 173); sewing machines at Bridgeport (p. 76) and Elizabeth (p. 257); silver and plated goods at Providence (p. 84), New York (p. 7; Whiting Co.), Meriden (p. 78), Taunton (p. 94), and Attleboro (p. 86); bicycles at Hartford (p. 79); stoves at Troy (p. 185) and Buffalo (p. 239); wire at Worcester (p. 81); safes at Cincinnati (p. 384); smelting works at Denver (p. 513); locomotives at Philadelphia (Baldwin's; p. 268), Schenectady (p. 232), Richmond (p. 409), and Altoona (p. 289).—II. Textile Industries. Cotton at Manchester (p. 152), Lawrence (p. 127), Fall River (p. 93), New Bedford (p. 120), Lowell (p. 151), Chicopee (p. 181), Baltimore (p. 301; cotton-duck), Columbia (p. 435), Charlotte (p. 418), and Augusta (p. 438); woollens at Lawrence (p. 127), Lowell (p. 151), and Providence (p. 84); linen at Willimantic (p. 87); carpets at Philadelphia (p. 259) and Lowell (p. 151); silk at South Manchester (Conn.) and Paterson (p. 243); shirts and collars at Troy (p. 185). — III. Food Products. Flour at Minneapolis (p. 367) and St. Louis (p. 389); malt liquors at St. Louis (p. 389), Milwaukee (p. 359), and Rochester (p. 238); wine at St. Louis (p. 389), Charlottesville (p. 380), and in California (comp. p. 500); meat packing at Chicago (p. 357), Kansas City (p. 507), and Omaha (p. 492); sugar

at Brooklyn (p. 69) and Philadelphia (p. 271). — IV. Glass and Pottery. Trenton (p. 258); Elwood (Ind.); Findlay (Ohio); Pittsburg (see pp. 296, 297). — V. Carriages. Columbus (p. 327); South Bend (p. 333; Studebaker); Concord (p. 152); Cincinnati (p. 384); New York (p. 7; Cunningham). — VI. Railway Rolling Stock. Pullman (p. 357); Buffalo (p. 239); Dayton (p. 383); Philadelphia (locomotives; p. 268); Altoona (p. 289). — VII. Ships. Philadelphia (p. 272); Chester (p. 300); Wilmington (p. 300); San Francisco (p. 543); Cleveland (p. 331); Superior (p. 374; whalebacks); Bath (p. 133; sailing vessels). — VIII. Paper. Holyoke (p. 181); Springfield (p. 80; envelopes). — IX. Oil. Cleveland (p. 331); Bayonne (N. J.); Memphis (p. 403; cotton seed oil); New Orleans (p. 461; cotton seed oil). — X. Tobacco. St. Louis (p. 389); Richmond (p. 409); Durham (p. 418); Jersey City (p. 67). — XI. Fire-Arms. Springfield (p. 80); Hartford (p. 79). — XII. Boots and Shoes. Lynn (p. 121); Brockton (p. 119). — XIII. Pianos. New York (Steinway); Boston (p. 94; Chickering). — XIV. Watches. Waltham (p. 146); Elgin (p. 491); Waterbury (p. 80). — XV. Electric Works. Lynn (p. 121; Thompson-Houston); Schenectady (p. 232); Newark (p. 257; Edison). — XVI. Marble Quarries of Vermont (Rutland; p. 149) and Tennessee (Knoxville; p. 424). — XVII. Chemicals & Drugs. Solvay Process Co. at Syracuse (p. 235) and Detroit (p. 336); other works at Detroit (pp. 336, 337); St. Louis (p. 391; Meyer); Richmond (p. 409); Charleston (p. 435); Sault Ste Marie (p. 374).

Comp. 'The Progress of the United States in its Material Industries', a statement issued by the Department of Commerce and Labour.

XVII. Bibliography.

The following is a very small selection of the most recent, interesting, and easily accessible books on some of the main topics on which visitors to the United States should be informed. A few records of the impressions of English travellers are included. Numerous other works of local interest are referred to throughout the text of the Handbook.

The American Commonwealth, by *James Bryce* (new ed., 1893; the best and most comprehensive account of the political and social institutions of the United States). — History of American Politics, by *Alex. Johnston* (4th edit., 1898). — American Political Ideas, and Civil Government in the United States, two lucid little books by *John Fiske* (1885 and 1890). — Our Government, by *Macy* (1887). — Actual Government as Applied under American Conditions, by *Prof. Albert Bushnell Hart* (1904; with a good bibliography). — See also the Johns Hopkins University Studies in Historical and Political Science, ed. by *Prof. Herbert B. Adams;* The Federalist, a series of essays by *Hamilton*, *Madison*, and *Jay* (1787-88; ed. by *H. C. Lodge*, 1888), and the works by *De Tocqueville* (1835), *Von Holst* (1876-85), *Cooley* ('Constitutional Law'), and *Ashley* ('The American Federal State').

Histories of the United States, by *George Bancroft*, *J. B. McMaster*, *Justin Winsor*, *R. Hildreth*, *J. Schouler*, *Henry Adams*, *Rhodes* (with best account of the Civil War), *Woodrow Wilson*, *Channing*, *McLaughlin*, *Goldwin Smith* (a brief but admirable outline), *T. W. Higginson* (for children). See also Vol. VII. of the *Cambridge Modern History* (1903) — The American Nation, a history from original materials by associated scholars, edited by *Prof. Albert Bushnell Hart*, is a complete and comprehensive work, the successive volumes of which will probably appear between 1904 and 1909. — *W. E. H. Lecky* gives a good account of Colonial conditions in his History of England in the Eighteenth Century (1878-90). — A Short History of the War of Secession, by *Rossiter Johnson* (1888). — The American Revolution, by *Sir George Otto Trevelyan* (Part I. 1899; Part II., 1903). — The American Advance, by *E. G. Carpenter* (1903). — American Statesmen, a series edited by *John T. Morse, Jr.* — American Historic Towns, a series edited by *Lyman P. Powell* (1902 et seq.). — Story of the Civil War, by *J. C. Ropes* (1894). — *John Fiske's* excellent works on special periods and phases of American

history practically form a connected story down to the establishment of Federal government. — *American History told by Contemporaries*, edited by *A. B. Hart* (1897-1901). — The Story of the Revolution, by *Henry Cabot Lodge* (1899). — Financial History of the United States, by *Davis L. Dewey*. — Comp. Guide to the Study of American History, by *Edw. Channing* and *A. B. Hart* (18·6).

The United States, by *Prof. J. D. Whitney*, is a mine of information on the physical geography and material resources of the country (1889), while The United States: A Study of the American Commonwealth, edited by *Prof. N. S. Shaler* (1894), is still more comprehensive in its scope. Comp. *Elisée Reclus*' Nouvelle Géographie Universelle (vols. xv-xix, 1890-94), and *Henry Gannett's* United States (vol. ii of North America in *Stanford's* Compendium of Geography, new issue, 1898). — The Stately Homes in America, by *H. W. Desmond* and *H. Croly* (illus.; 1903). — Greater America, by *Arch. Colquhoun* (1904).

The American Geological Railway Guide, by *James MacFarlane*, is a unique compilation, showing the geological formation at every railway station.

A Visit to the States, by *Joel Cook* (letters reprinted from the 'Times', recommended for reading on the voyage across the Atlantic; 1887-88; two series, 1*s*. each). — Some Impressions of the United States, by *E. A. Freeman* (1883). — American Notes, by *Charles Dickens* (1842). — My Diary, North and South, by *Sir W. H. Russ.ll* (relating to the Civil War). — White and Black in America, by *Sir George Campbell* (1889). — Jonathan and his Continent, and A Frenchman in America, by *Max O'Rell* (1889 and 1891). — Our Kin across the Sea, by *J. C. Firth* (1888). — The Land of the Dollar, by *G. W. Steevens* (1897). — America at Work, by *J. Foster Fraser* (1903). — American Traits, by *Prof. Hugo Münsterberg* (1901). — The Americans, by *Prof. Hugo Münsterberg*, translated by *Dr. Holt* (1904), an important work in the style of Mr. Bryce's 'American Commonwealth'. — America, the Land of Contrasts, by *J. F. Muirhead* (3rd edit.; 1903).

Maps. The leading *General Maps* of the United States are those of the General Land Office and the U. S. Geological Survey (Washington). The former also publishes a series of maps (10-18 M. per inch) of those states in which public lands have existed (*i.e.* all except those on the Atlantic seaboard). — The only official *Detailed Maps* of any part of the United States are those of the Geological Survey, published on three scales (1 : 62,500 or about 1 M. per inch; 1 : 125,000 or 2 M. per inch; and 1 : 250,000 or 4 M. per inch). Nearly 1,000,000 sq. M. have been surveyed, in various parts of the country. These maps can be obtained only from the Director of the Geol. Survey, who will send a list on application (each sheet 5 c.). The U. S. Coast Survey is producing charts of the coast, which may be obtained at Washington or from the agencies of the Survey in the large maritime cities. Charts of the Great Lakes, published by the U. S. Corps of Engineers, may be purchased from the Chief of Engineers (Washington). The maps of the Wheeler and Hayden Surveys, covering extensive regions in the West (1 M. per inch), can now be obtained only of second-hand booksellers. Maps of the whole or parts of their states have been published by the Geological Surveys of New Jersey, New Hampshire, Pennsylvania, Kentucky, Wisconsin, Missouri, Arkansas, Texas, Minnesota, California, etc. — *Messrs. Rand & McNally* publish maps of all the States in the Union.

1. From Europe to New York.

An overwhelming proportion of European visitors to the United States land at New York, and the following brief notes on the chief oceanic routes to that port may prove serviceable. Lines also run from European ports to Boston (see p. 94), Philadelphia (p. 259), Baltimore (p. 301), etc. Many of the steamers on the principal lines are now equipped with wireless telegraphic apparatus, allowing communication either with shore stations or with passing vessels. For general hints as to the voyage, see p. xix.

a. From Liverpool to New York.

This is the route followed by the *White Star* and *Cunard* steamship companies. The fastest steamers take about 6½ days from port to port (comp. p. 4), the slowest 8-9 days. The distance varies from 3000 to 3100 nautical miles (ca. 3400-3550 Engl. M.) according to the course followed. New York time is 5 hrs. behind that of Liverpool.

The Cunarder 'Lucania' holds the record for the fastest passages from New York to Queenstown (5 days 8 hrs. 38 min.) and from Queenstown to New York (5 days 7 hrs. 23 min.). The 'Cedric' of the White Star Line is the largest vessel afloat (700 ft. long; displacement 38,200 tons).

Liverpool, see *Baedeker's Handbook to Great Britain*. Passengers usually board the Atlantic steamers from the Landing Stage. As we pass down the wide estuary of the *Mersey*, we see the crowded docks of Liverpool to the right, while to the left lies *New Brighton*, with its pier, fort, and lighthouse. The mouth of the river is marked by a lightship, which we reach in about 2 hrs. after starting. Farther on, in clear weather, we see the Welsh coast to the left (S.), where the *Little* and *Great Orme's Heads* are the most prominent points, backed by the distant *Snowdon Group*. A little later we skirt the N. coast of the *Isle of Anglesey*, then turn to the left, and steer to the S.W. through *St. George's Channel*, soon losing sight of land. The *Skerries*, with a lighthouse, lie off the N.W. point of Anglesey.

The first part of the Irish coast sighted is usually *Carnsore Point*, in *Wexford*, the S.E. corner of the island, off which lies the *Tuskar Rock Lighthouse*. In about 12-15 hrs. after leaving Liverpool we enter the beautiful inner harbour of *Queenstown* (about 240 knots from Liverpool), where a halt is made to take on board the mails and additional passengers. Sometimes the halt is long enough to allow a visit to Queenstown, beautifully situated on *Great Island*, or even to (10 M.) *Cork*, which may be reached either by rail (½ hr.; seats to the left) or by the river *Lea*.

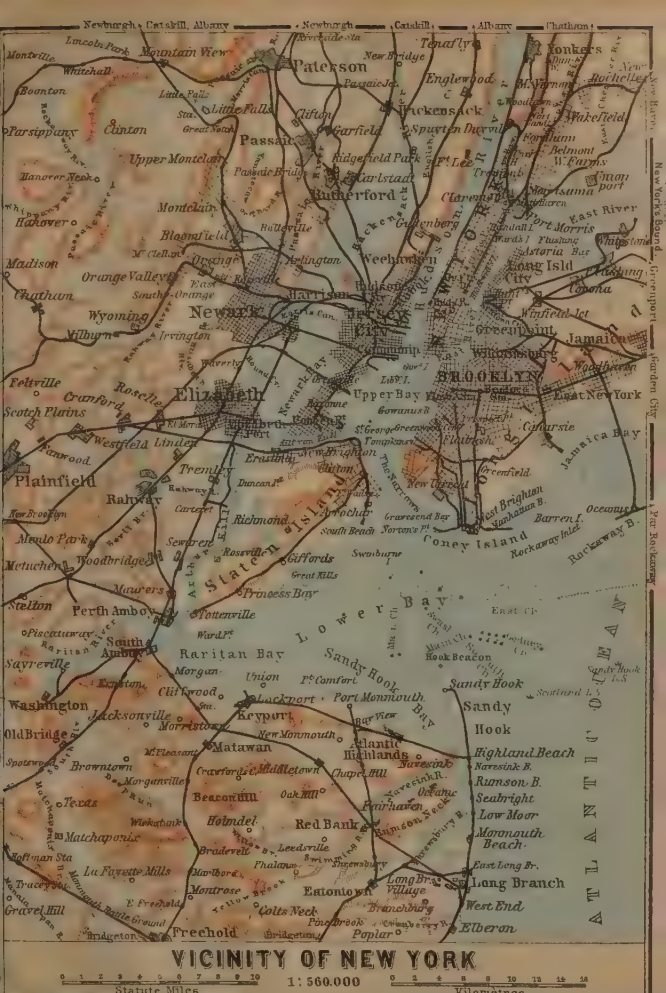
On leaving Queenstown, we skirt the S. coast of Ireland for some distance, passing several bold rocky headlands. The last piece of European land seen is usually the *Fastnet Rock* (lighthouse), off

Cape Clear Island, 60 M. to the S.W. of Queenstown, or, in clear weather, *Dursey Island*, with the adjacent *Bull Rock Lighthouse*.

In crossing the Atlantic Ocean from E. to W. the steamer descends through about 11 degrees of latitude (Queenstown 51° 50′ N. lat., New York 40° 42′ 43″). The course varies somewhat according to the season of the year and from other causes. The northerly route (followed from July to Jan.) takes the steamers over the *Grand Bank of Newfoundland* (30-80 fathoms), while the southerly route followed for the rest of the year passes to the S. of it. Among the few events which cause a break in the similarity of day to day are the occasional sight of an *Iceberg* (an object of great beauty), usually seen above 42° N. lat. and between 45° and 50° E. long., and the passing of other vessels. Whales, porpoises, etc., are also seen from time to time. The 'day's run' of the steamer, given in nautical miles (7 'knots' = about 8 Engl. M.), is usually posted up every day at noon in the companion-way. The traveller should remember that his watch will gain about $^3/_4$ hr. daily in going W. and lose the same amount in going E.

The following list of the colours of the funnels ('smoke-stacks') of the principal steamship-lines will help the traveller to identify the steamers he meets. *Allan State*, red, with black and white bands and black top; *American*, black, with white band; *Anchor*, black (English flag); *Atlantic Transport*, red, with black top; *Compagnie Générale Transatlantique*, red, with black top (French flag); *Cunard*, red, with black top and three narrow black bands; *Hamburg*, buff (express steamers) or black (German flag); *Holland-America*, black, with green and white bands; *Italian*, black with central white band; *North German Lloyd*, buff; *Red Star*, black, with white band; *Scandinavian*, black, red, and black; *White Star*, salmon, with black top.

The competition among the pilots of New York was formerly so keen that the pilot-boat often met the steamer hundreds of miles from land; but this custom has been superseded by the use of steam pilot-boats. The pilot dues vary with the draught of the vessel, but average about $230 (46*l.*) for taking the vessel in and out. The first American land sighted is usually either *Fire Island* (p. 74) or the *Navesink Highlands* (p. 277), each with a lighthouse; but before either of these we see the *Nantucket Lightship* (192 M. from the Sandy Hook Lightship), which communicates by the Marconi wireless system with Siasconset (comp. p. 119) and reports incoming vessels. About 3 hrs. after sighting land we approach *Sandy Hook Bar*, the Highlands standing out boldly to the left. The time of the voyage is reckoned to (or from) Sandy Hook Lightship. The chief passage across the bar is afforded by the *Gedney Channel*, which is marked by eight buoys with red and white electric lights and is available for large vessels at all states of the tide. Smaller ships may use the *South Channel*. We leave the lighthouse of *Sandy Hook* (p. 277; white light) to the left, enter the *Lower Bay of New York* (p. 29), and steer to the N. toward the *Narrows*, or entrance to *New York Bay* proper (p. 28), between the wooded *Staten Island* (p. 66) on the left and *Long Island* (p. 73) to the right. On the former are *Fort*


Newburgh
Catskill, Albany
Chatham
Lincoln Park
Mountain View
Montville
Whitehall
Boonton
Little Falls
Great Notch
Parsippany
Clinton
Upper Montclair
Hanover Neck
Hanover
Montclair
Bloomfield
Madison
Orange Valley
Orange
Chatham
Wyoming
Vilbyn
Irvington
Newark
Fetterville
Cranford
Roselle
Scotch Plains
Elizabeth
Westfield
Linden
Plainfield
Rahway
New Brooklyn
Menlo Park
Metuchen
Woodbridge
Stelton
Perth Amboy
Piscataway
South Amboy
Sayreville
Washington
Old Bridge
Jacksonville
Spotswood
Browntown
Morganville
Texas
Matchaponix
Hoffman Sta
Lafayette Mills
Tracey's Cor.
Gravel Hill
Bridgeton
Freehold
Englewood
Tenafly
Rockleigh
Patterson
Passaic Jct
Little Falls
Clifton
Garfield
Passaic
Ridgefield Park
Hackensack
Spuyten Duyvil
Fort Lee
Carlstadt
Rutherford
Clarendon
Lyndhurst
Belleville
Arlington
Kearny
Weehawken
Hoboken
Harrison
Jersey City
Communipaw
Bergen Point
Bayonne
Constable Hook
Port Johnson
Port Richmond
Elizabethport
Linden
Elizabeth
Upper Bay
Bergen Point
Staten Island
Richmond
Tompkinsville
St. George
New Brighton
Clifton
Stapleton
Port Richmond
Elizabethport
Bloomfield
Grasmere
Bay View
Arlington
Port Ivory
Rossville
Clifford
Great Kills
Princess Bay
Tottenville
Lower Bay
Raritan Bay
Sandy Hook Bay
Sandy Hook
Union
Pt Comfort
Cliffwood
Keyport
Port Monmouth
Morristown
New Monmouth
Matawan
Atlantic Highlands
Middletown
Chapel Hill
Crawfords
Oakhill
Beacontown
Holmdel
Red Bank
Bradevelt
Leadville
Swimming River
Phalanx
Marlboro
Montrose
Eatontown
Long Branch Village
Colts Neck
Pine Brook
Freehold
Poplar
Bridgeton
Hook Beacon
Sandy Hook
Scotland L.S.
Highland Beach
Narrowsink B.
Rumson B.
Seabright
Low Moor
Monmouth Beach
East Long Br.
Long Branch
West End
Elberon
Shrewsbury
Navesink
Navesink R.
Oceanic
Fairhaven
Rumson Neck
Shrewsbury R.
Long Island
Brooklyn
Williamsburg
Greenpoint
Jamaica
Flushing
Whitestone
Winfield Jct
Corona
Long Isld City
Astoria
Hunters Pt
Blackwells Is.
Ward's Is.
Randall's Is.
Port Morris
Mott Haven
Melrose
Harlem
Morrisania
Fordham
Belmont
W. Farms
Wakefield
Woodlawn
Yonkers
Hastings
Dobbs Ferry
Hawthorne
Tarrytown
Sing Sing
Nyack
Piermont
Irvington
Dunwoodie
Mount Vernon
New Rochelle
New Haven
Westchester
Pelham
Throgs Neck
East River
Long Island Sound
Jamaica Bay
Rockaway Inlet
Rockaway B.
Far Rockaway
Hempstead Bay
Hempstead Harbor
Manhasset B.
Barren I.
Oceanus
Coney Island
Gravesend Bay
Gravesend
Flatbush
Canarsie
East Brighton
New Utrecht
Bath Beach
Fort Hamilton
Yellow Hook
Red Hook
Buttermilk Channel
Governors I.
Bedloe's I.
Ellis I.
Robbins Reef
Statue of Liberty
Hook Beacon
Sandy Hook
Scotland L.S.
Newark Bay
Kill van Kull
Arthur Kill
Raritan River
Passaic River
Hackensack River
Newark Meadows
Hackensack Meadows
Pascack Creek
Saddle River
Ramapo River
Wanaque River
Pequannock River
Rockaway River
Whippany River
Passaic R.
Hackensack R.
Bergen Hill
Palisades
Weehawken
Hoboken
Jersey City
Harrison
Kearny
Belleville
Arlington
Lyndhurst
Rutherford
Carlstadt
Garfield
Passaic
Clifton
Ridgefield Park
Englewood
Tenafly
Rockleigh
Patterson
Paterson
Mountain View
Lincoln Park
Montville
Whitehall
Boonton
Little Falls
Great Notch
Parsippany
Clinton
Upper Montclair
Hanover Neck
Hanover
Montclair
Bloomfield
Madison
Orange Valley
Orange
Chatham
Wyoming
Vilbyn
Irvington
Newark
Fetterville
Cranford
Roselle
Scotch Plains
Elizabeth
Westfield
Linden
Plainfield
Rahway
New Brooklyn
Menlo Park
Metuchen
Woodbridge
Stelton
Perth Amboy
Piscataway
South Amboy
Sayreville
Washington
Old Bridge
Jacksonville
Spotswood
Browntown
Morganville
Texas
Matchaponix
Hoffman Sta
Lafayette Mills
Tracey's Cor.
Gravel Hill
Bridgeton
Freehold

Wadsworth, *Fort Tompkins*, and a lighthouse; on the latter lies *Fort Hamilton*, while on a rocky island in the channel is *Fort Lafayette*, where many Southern prisoners were confined during the Civil War. About 3 M. farther up is the *Upper Quarantine Station* (at *Clifton*), off which all vessels anchor until they have been cleared by the officer of the Board of Health. The custom-house officers also usually come on board here (p. xix). Cases of contagious diseases are taken to *Swinburne's Island*, in the Lower Bay, off *South Beach* (p. 67), while healthy persons from infected ships are confined on *Hoffmann's Island*, 1 M. farther to the N. About halfway between the Quarantine Station and New York, to the left, is *Robbins Reef*, with a light-house.

As we advance up the beautiful ***New York Harbour** (p. 28), the city of *Brooklyn* (p. 69) lies to the right and *Jersey City* (p. 67) to the left, while *New York* lies straight ahead. *Liberty* or *Bedloe's Island*, with the colossal statue of *Liberty enlightening the World*, lies nearly in mid-channel, while *Governor's Island* lies to the right, close inshore. To the left, beyond Liberty Island, is the small *Ellis Island*, where emigrants now land and are taken care of until they can be forwarded to their final destinations (comp. p. 30). The large buildings have been re-erected since a fire in 1897. The wonderful **Brooklyn Bridge* (p. 36), spanning the *East River* (p. 29) and connecting New York with Brooklyn, is seen to the right.

The '**Statue of Liberty**, on Liberty or Bedloe's Island, presented to the United States by the French Republic, in commemoration of the 100th anniversary of the Declaration of Independence, was designed by *Auguste Bartholdi* and erected in 1886. It is 151 ft. high (to the top of the torch), is made of copper and iron, and weighs 225 tons. The granite pedestal on which it stands, designed by *R. M. Hunt*, is 155 ft. high and was contributed by citizens of the United States. A stairway ascends inside the figure to the head, which can accommodate 40 persons and commands a magnificent *View of New York and its vicinity (nearly as good from the first balcony). At night the torch is lit by electricity. Near the base of the statue is a tablet with an appropriate sonnet by *Miss Emma Lazarus*. Steamers run at frequent intervals to Liberty Island from the Battery (see p. 30; return-fare 25 c.).

As the steamer approaches her dock, in the *North (Hudson) River*, the conspicuous features in New York include the *Produce Exchange* (p. 31), with its square Florentine tower; the *Whitehall*, *Washington*, and *Bowling Green Buildings* (pp. 31, 32), and many 'sky-scrapers' in *Broadway* (p. 31), almost hiding the spire of *Trinity Church* (p. 33); the *St. Paul* (p. 34) and *Park Row Buildings* (p. 35); and the gilded dome of the *World Building* (p. 35). Passengers are landed directly on the wharf, attend to the custom-house examination of their baggage (comp. p. xix), and then drive to their destination, either taking their trunks with them or entrusting them to one of the numerous transfer-agents or express-agents who meet the steamer (comp. p. xxii).

New York, see R. 2.

b. From Southampton to New York viâ Cherbourg.

This is the route followed by the *American Line (International Mercantile Marine Co.)*, sailing under the American flag. The distance from Southampton to New York is 3075 knots, and the usual duration of the voyage is 6½-7½ days. Passengers are conveyed by special train (10 a.m. on Sat.) from London to Southampton (1¾ hr.), where they embark at the new Empress Dock at noon. The steamers then proceed to Cherbourg, to meet passengers from Paris (special train at 9.20 a.m.), and leave this port at 5 p.m. Southampton time is 5 hrs. ahead of that of New York.

Southampton, see *Baedeker's Great Britain*. The steamer descends *Southampton Water* and passes through the *Solent*, affording a good view of *Hurst Castle* to the right and of the *Needles* to the left (lighthouse; red flashing light). The time of the voyage is reckoned from this point. To the right lies *St. Alban's Head*. The steamer then crosses to *Cherbourg* (see p. 5) and after leaving that port proceeds to the W. through the English Channel. *Start Point* (white flashing light) and *Eddystone Lighthouse* (one fixed and one flashing light) in *Plymouth Bay* are seen to the right. The last point seen of the English mainland is *Lizard Head*, in Cornwall, and the last European land sighted is the *Scilly Isles* (lighthouse), about 30 M. to the S.W. of the Land's End. — The rest of the voyage is similar to that described in R. 1a.

c. From Hamburg to New York.

The Express Steamers of the *Hamburg-American Line* ply to New York viâ Dover and Cherbourg (6½-8 days; from Dover to Cherbourg, 170 M., in 9-10 hrs.; from Cherbourg to New York, 3027 M., in 5½-7 days), while the boats of the Regular Service run to New York (3505 knots, in 11 days) viâ Boulogne-sur-Mer and Dover. The 'Deutschland' of this line holds the record for the quickest passages from New York to Plymouth (5 days 7 hrs. 38 min.) and from Cherbourg to New York (5 days 11 hrs. 54 min.).

The steamers start from *Cuxhaven* (landing-stage, with waiting-rooms and restaurant), at the mouth of the Elbe, 58 M. from Hamburg, to which passengers are forwarded by special train (2 hrs.; see *Baedeker's Handbook to Northern Germany*). At Dover the steamers touch at the new Prince of Wales Pier, but at Boulogne and Cherbourg passengers embark by tenders. Passengers are carried between London and Dover and between Paris and Cherbourg or Boulogne free of charge, by special trains. New York time is 5 hrs. behind that of Dover and 6 hrs. behind that of Hamburg.

Steamers of the Hamburg-American Line from *Genoa* to New York, see p. 7.

Leaving *Cuxhaven*, the steamer steers to the N.W., passing the four *Elbe Lightships* and affording a distant view of the red rocks of *Heligoland* to the right. Various other German, Dutch, and Belgian lights are visible. The first English lights are those of the *Galloper Lightship* and the *Goodwin Sands*, soon after sighting which we call at Dover to receive the British mails and passengers (see *Baedeker's Great Britain*). On quitting Dover the express steamer steers towards the S.W. through the Straits of Dover and is for a time out of sight of land. *Cape La Hogue* is the first point of the French coast

that becomes visible. At *Cherbourg* (see *Baedeker's Northern France*) we take on passengers from Paris and the South, and also the French, Continental, and Eastern mails. The boats of the regular service embark their Paris passengers at Boulogne. The remainder of the route to New York is similar to that of R. 1b. The docks of the Hamburg-American Line are at *Hoboken* (p. 67), on the W. side of the *North River*, whence passengers are conveyed to New York by large ferry-steamers.

d. From Bremen to New York.

The EXPRESS STEAMERS of the *North German Lloyd (Norddeutscher Lloyd)* run to *New York* (3560 knots, in 7 days) viâ *Southampton* and *Cherbourg*, but others run to New York direct. The steamers start from (40 M.) *Bremerhaven*, at the mouth of the *Weser*, to which passengers are forwarded by special train. See *Baedeker's Northern Germany*. The 'Kaiser Wilhelm der Zweite', 'Kronprinz Wilhelm', and 'Kaiser Wilhelm der Grosse' are the finest vessels of this company.

Steamers of the North German Lloyd from *Genoa* to New York, see p. 7.

On issuing from the mouth of the *Weser*, the steamer steers to the N.W., with the *Jaluebusen* opening to the left. A little farther on it passes the *East Frisian Islands*. The rest of the voyage is similar to that described in R. 1c. *Southampton* is about 460 M. from Bremerhaven.

e. From Havre to New York.

This route is followed by the French steamers of the *Compagnie Générale Transatlantique*. The distance is 3095 knots and the average time 6-7 days. New York time is 5 hrs. 10 min. behind that of Havre.

Havre, see *Baedeker's Handbook to Northern France*. The steamer steers out into the *English Channel*, affording distant views of *Cape La Hague* and the *Channel Islands* to the left, and of the *Scilly Islands* to the right. The farther course of the voyage resembles that of the steamers of the German and American lines, as above described.

f. From Antwerp to New York.

This is the route of the *Red Star Line* (3310-3410 knots, in 8 days). New York time is 5 hrs. behind that of Antwerp.

Antwerp, see *Baedeker's Handbook to Holland and Belgium*. The steamer descends the *West Schelde*, with the Dutch province of *Zealand* on either side, passes (40 M.) *Flushing*, on the island of *Walcheren* (right), and enters the *North Sea*. In very clear weather the towers of *Bruges* and *Ostend* may sometimes be distinguished to the left further on. Several lightships are passed, and the first English land sighted is the high chalk cliffs of the *South Foreland* (p. 6). Their subsequent course is similar to that of the German, French, and American Line steamers (see above).

g. From Rotterdam to New York.

This is the route of the *Holland-America Line*, sailing under the Dutch flag (3400 M., in 9¼-10 days). The steamers call at Boulogne-sur-Mer.

Rotterdam, see *Baedeker's Belgium and Holland*. The steamers descend the *Maas* or *Meuse* and the *Nieuwe Waterweg* (canal), passing the *Hoek van Holland* at its mouth, and enter the *North Sea*. — The subsequent course is similar to that described in R. 1 f.

h. From London to New York.

This is the route of the *Atlantic Transport Line* (3280 knots, in 8½-10 days). The steamers start at Tilbury Docks, reached by special train (½ hr.) from St. Pancras Station or from Fenchurch Street Station. New York time is 5 hrs. behind that of London.

Tilbury, see *Baedeker's Handbook to London*. The steamers descend the estuary of the Thames, passing between *Southend* and *Shoeburyness* on the left and *Sheerness* and *Queenboro* on the right. Rounding the *North Foreland* (light), they steer to the S., passing *Deal*, the *South Foreland* (two fixed electric lights), and *Dover*. The rest of the voyage is similar to that described in R. 1 c.

i. From Glasgow to New York.

This is the route of the *Anchor Line* and the *Allan State Line* (2900 knots, in 9-10 days; from *Moville*, 2780 knots, in 8-9 days). Passengers may join the steamer at Glasgow, *Greenock*, or *Moville*. The difference of time between Glasgow and New York is 5 hrs.

Glasgow and the beautiful voyage down the *Firth of Clyde* are described in *Baedeker's Handbook to Great Britain*. Among the chief points passed are *Dumbarton* (r.), *Greenock* (l.), *Gourock* (l.), *Toward Point* (l.), the *Isle of Bute* (r.), the *Cumbrae Islands* (l.), the *Isle of Arran* (r.), and *Ayr* (l.). On leaving the estuary of the river the steamer rounds the *Mull of Cantyre* (right) and proceeds to the W. along the N. coast of Ireland, passing the island of *Rathlin* and affording a distant view, to the left, of the *Giant's Causeway*. It then ascends *Lough Foyle* to *Moville*, the port of *Londonderry*, where mail and extra-passengers are taken on board. On issuing from Lough Foyle the steamer steers at first to the W. and then, after passing *Malin Head*, the northernmost point of Ireland, to the S.W. The last part of Ireland seen is usually *Tory Island* (lighthouse) or the island of *Arranmore*, off the coast of *Donegal*. The general course followed across the Atlantic by the Glasgow steamers is considerably to the N. of that of the Liverpool boats, not joining the latter till the *Banks of Newfoundland* (p. 2), with their fogs and icebergs.

k. From Copenhagen, Christiania, and Christiansand to New York.

The steamers of the *Scandinavian-American Line* ply from Copenhagen to New York (3705 knots) in about 11 days, calling at (275 knots) Christiania one day and at (165 knots) Christiansand two days after starting. New York time is 5½ hrs. behind that of Copenhagen and Christiania.

Copenhagen, see *Baedeker's Norway, Sweden, and Denmark*. The steamer steers up the *Catteyat*, with Denmark on the left and Sweden on the right. At *Christiania* (see *Baedeker's Norway*), at the head of the picturesque *Christiania Fjord*, it embarks passengers from Stockholm, Gothenburg, etc. It then retraces its course through the fjord and follows the coast of Norway to *Christiansand*, where it is joined by passengers from Bergen. Leaving Christiansand, the steamer steers to the W., round the N. coast of Scotland, passing through the *Pentland Firth* and within sight of the *Orkney Islands*. Farther on it turns to the S.W. and eventually joins the route described in R. 1 a. off the Banks of Newfoundland.

1. From Genoa and Naples to New York.

The *Italian Royal Mail Steamship Co. (Navigazione Generale Italiana)* maintains, in conjunction with the steamers of *La Veloce (Navigazione Italiana a Vapore)*, a weekly service on this route, while steamers of the *North German Lloyd* and of the *Hamburg-American Line* ply every fortnight (weekly during the height of the season). The distance from Genoa to New York is 4500 knots (13 days), from Naples to New York 4150 knots (12 days). New York time is 6 hrs. behind that of Italy.

For the Italian ports, see *Baedeker's Italy*. Leaving *Genoa*, the steamers steer to the S., along the coast of Italy, to *Naples*. They then turn towards the W., pass to the S. of Sardinia, and proceed through the Mediterranean Sea to *Gibraltar*. Beyond the straits, their course across the Atlantic is slightly to the N. of W.

2. New York.

For the Lower Town, comp. Plan, p. 30.

Arrival. Railway Stations. Steamers.

Arrival. Strangers arriving in New York by sea will find an explanation of the custom-house formalities at p. xix. All the main steamship landings are near tramway-lines (p. 14), and numerous hacks and cabs are always in waiting (bargaining advisable; fare to hotel for 1-2 pers., luggage included, at least $3). A few hotels send carriages to meet the European steamers. Transfer Agents (see pp. xxii, 18) are also on hand to receive trunks and forward them to any address (25-50 c.; not always delivered the same day). Travellers landing on the New Jersey (or W.) side cross to New York by ferry, and will generally find it convenient to do so in cabs. Those coming by railway from the S. and W. cross the river by ferries in connection with the railways, and claim their baggage at the ferry-house in New York (see p. 8). Travellers from Canada and the North, or from the West by the N. Y. C. R. R. route, arrive at the Grand Central Station (see below and p. 48), in the heart of the city, and may use the Elevated Railway (see p. 12), the Subway (p. 14), or the surface-cars (p. 14) to reach their city destination. Cab-fares, see p. 16.

Railway Stations (*Depots*). The *Grand Central Station* (p. 48; Pl. G, 3), E. 42nd St., between Lexington and Vanderbilt Avenues, is, at present, the only terminal station in New York proper. It is a large and well-arranged building, with a restaurant and the other usual appointments of a modern American railway-station, and is used by the trains of the New York Central & Hudson River Railroad (for Canada and the N., Chicago and the W., etc.), and the New York, New Haven, & Hartford Railroad (for Boston and New England, etc.). — Some local trains of the New York Central R. R., for stations up to Spuyten Duyvil (p. 191), start from the station at Tenth Ave.

and W. 30th St., while others (Putnam Division), for Van Cortlandt, Yonkers, etc., start at 8th Ave. and 155th St. (p. 13).

The other great railway systems have their depots on the New Jersey side of the North River and convey passengers to and from them by large ferry-boats. The ferry-houses, however, furnish the same opportunities for the purchase of tickets, checking baggage, etc., as the railway-stations, and the times of departure and arrival of trains by these lines are given with reference to the New York side of the river. — *Pennsylvania Railroad Station* (Pl. A, B, 1), Railroad Ave., Jersey City, reached by ferries from W. 23rd St., Desbrosses St., and Cortlandt St., used by trains of the Pennsylvania Railroad (for all points in the West and South), and also by the Lehigh Valley, the New York, Susquehanna & Western, and the Long Branch Railroads. [A tunnel is now being constructed under the N. River to carry the Pennsylvania Railroad to a central station in New York City (Pl. F, G, 2), but this will not be open before 1905 or 1906. This tunnel is part of a scheme involving other tunnels under Manhattan Island and the E. River affording direct communication between Long Island and the South.] — *Erie Railroad Station*, Pavonia Ave., Jersey City, reached by ferries from Chambers St. and W. 23rd St., used by the Erie Railroad and its various branches. — *West Shore Station*, Weehawken, reached by ferries from Franklin St. and W. 42nd St., used by the West Shore Railroad (for the same districts as the N. Y. Central Railroad) and the New York, Ontario, & Western Railroad. — *Delaware, Lackawanna, and Western Station*, Hoboken, reached by ferries from Christopher St. and Barclay St., used by the Delaware, Lackawanna, & Western Railroad (for New Jersey, Pennsylvania, and Western New York). — *Central Railroad of New Jersey Depot* (Pl. A, 1), Communipaw, reached by ferries from Liberty St. and Whitehall St., used also by the Baltimore & Ohio, the Long Branch, and the Philadelphia & Reading Railroads.

For *Brooklyn* stations, see p. 69; for *Long Island* stations, see p. 73.

Steamers. 1. Ocean Steamships. The following is a list of the chief Passenger Steamship Companies between New York and Europe, with their docks, city-offices, and days of sailing (comp. R. 1 and p. xviii). *White Star Line*, Pier 48, at foot of W. 11th St. (Pl. D, 1; office, 9 Broadway; Wed. & Frid.); *American Line* (*International Mercantile Marine Co.*), Pier 14, foot of Fulton St. (Pl. B, 2; office, 73 Broadway; Sat.); *Cunard Line*, Piers 51 & 52, North River, foot of Jane St. (Pl. D, 1; office, 29 Broadway; Sat. & Tues.); *Holland-America Line*, foot of 5th St., Hoboken (Pl. D, 1; office, 39 Broadway; to Boulogne and Rotterdam weekly); *Anchor Line*, Dock 64, foot of W. 24th St. (Pl. F, 1; office, 17 Broadway; Sat.); *Allan State Line*, pier at the foot of W. 34th St. (office, 53 Broadway; Thurs.); *Compagnie Générale Transatlantique*, Dock 42, Morton St. (Pl. D, 1; office, 32 Broadway; Thurs.); *North German Lloyd*, foot of 2nd, 3rd, and 4th Sts., Hoboken (Pl. D, 1; office, 5 Broadway; Tues. & Thurs.; to Gibraltar, Genoa, and Naples weekly); *Hamburg-American Line*, foot of Newark St and 1st St., Hoboken (Pl. D, 1; office, 37 Broadway; Sat., Thurs., & Tues.; to Genoa and Naples weekly); *Red Star Line* (*International Mercantile Marine Co.*), Pier 14, foot of Fulton St. (Pl. B, 2; office, 73 Broadway; Sat.); *Atlantic Transport*, Piers 39 & 40, foot of W. Houston and Clarkson Sts. (Pl. D, 1; office, 1 Broadway; Sat.); *Italian Royal Mail Line*, for Genoa and Naples, Pier 74, foot of W. 34th St. (Pl. G, 1; office, 11 Broadway; Tues.; also fortnightly to the W. Indies); *Scandinavian-American Line*, foot of 17th St., Hoboken (office, 7 Broadway; about once weekly, Wed. or Sat.). — Other ocean-going steamships ply to the ports of S. and Central America, the West Indies, Mexico, Cuba, Porto Rico, Florida, New Orleans, Richmond, and other ports of the Southern States, the Mediterranean ports, Boston, Philadelphia, Portland (Maine), Newfoundland, etc. — The times of departure and other information are advertised in the daily papers.

2. River, Sound, and Harbour Steamers. The following are a few of the principal points on the Hudson, Long Island Sound, and N. Y. Harbour, reached by steamer from New York. For full information on these and other lines, reference must be made to current time-tables and

daily papers. The larger American river steamboats are very finely fitted up, and the traveller should not omit an inspection of one of the Fall River or Hudson River boats, even if he does not travel by them. They are very unlike European boats, rising in house-like tiers high above the water, and propelled by paddle-wheels and (often) 'walking-beam' engines, the long shafts of which protrude above the middle of the deck. The 'smoke-stacks' or funnels are also unlike the European pattern. There are good restaurants on board, and a comfortable private state-room (2 3 berths) may be obtained for a small addition to the regular fare (usually $ 1-2 per night; large rooms with brass bedsteads $ 5). The Hudson River boats cease running in winter, but most of the Sound boats ply throughout the year. — To *Albany* (p. 196), either by the Hudson River Day Line or the People's Line (fares, etc., see p. 186). — To *Catskill* (p. 203) and *Hudson* (p. 193), either by the Hudson River Day Line (see above; $ 1½2; 6¾ hrs.) or by the Catskill Evening Line from the foot of Christopher St. ($ 1; night-boat, 11 hrs.). — To *Rondout* (p. 195), by the Day Line (see above) or by the 'Mary Powell' (Desbrosses St.; $ 1). — To *Troy* (p. 185), by the Citizens Line ($ 1½, round trip $ 2½2; 12 hrs.). — To *West Point* (p. 194), by the Day Line (see above; 75 c.; 3¼ hrs.) or by the 'Mary Powell' (see above; same fare; 3 hrs.). — To *Boston* (p. 91), by the Fall River, Providence, Norwich, Joy, or Stonington line (fare $ 3-4 acc. to the season; 12½-14½ hrs.; for all details, see p. 87). — To *Coney Island* (p. 73), from W. 22nd St. and Pier 1, hourly or oftener in summer (fare 15 c.; 50 min.). — To *Long Branch* (p. 277), from W. 13th St. and the Battery, thrice daily in summer (35 c.). — To *Providence, Newport, Fall River, Stonington,* and *New London,* see R. 4d (p. 87). — *Ferries,* see p. 17.

Hotels, Restaurants, etc.

Hotels (comp. p. xxvi). The distinction between the four geographical groups in which the hotels of New York are here distributed is a somewhat arbitrary one, but it will perhaps give the traveller some help in selecting his quarters. As a general rule those who wish to be near the business-districts should select a 'Down Town' hotel, or at any rate, one not higher up than 14th St., while the ordinary tourist will probably find himself best suited in or to the N. of Madison Square. For the difference between the 'American' and 'European' plans, see p. xxvii.

Down Town (from the Battery to Canal St.). On the European Plan: *Astor House (Pl. a; B, 3), 225 Broadway, opposite the Post Office, an old and popular house, much frequented by business-men, R. from $ 1½; Cosmopolitan (Pl. b; B, 2), 127 Chambers St., R. from $ 1; Smith & McNell's, 195 Washington St. (Pl. B, 2), R. from 50 c.

Between Canal St. and 14th St. 1. European Plan: Lafayette-Brevoort House (Pl. f; E, 3), at the corner of Fifth Ave. and Clinton Place, R. from $ 2; St. Denis (Pl. g; E, 3), cor. of Broadway and 11th St., good cuisine, R. from $ 1; Hôtel Lafayette (Pl. l, E 3; French), 17 University Place, cor. 9th St., with excellent cuisine, R. from $ 1; Albert (Pl. m; E, 3), 75 University Place, cor. of East 11th St., R. from $ 1; Griffou (Pl. n; E, 3), 19 W. 9th St., a small French house, R. from $ 1. — 2. American and European: *Broadway Central (Pl. o; D, 3), 667-677 Broadway (1000 beds), from $ 2½, R. from $ 1; Hotel Muro (Pl. q; E, 2), 116 W. 14th St. (Spanish).

From 14th St. to 26th St. (incl. *Union Sq.* and *Madison Sq.*). — 1. European Plan: Hoffman House (Pl. t; F, 3), Madison Sq., cor. of 25th St., much frequented by Democratic politicians, R. from $ 2; Albemarle (Pl. v; F, 3), cor. Broadway and 24th St., Madison Sq., R. $ 2, good cuisine; Everett Ho. (Pl. w; E, 3), N. side of Union Sq., cor. 4th Ave. & 17th St., R. from $ 1½; Kensington (Pl. zz; E, 3), Fifth Ave., cor. 15th St., R. from $ 1½; New Amsterdam, Fourth Ave., cor. 21st St., R. from $ 1; Margaret Louisa Home (Pl. M; E, 3), E. 16th St., practically a moderate-priced hotel for business women (see p. 43; previous application advisable). — 2. American and European Plan: Fifth Avenue Hotel (Pl. r; F, 3), Madison Sq., at the corner of 23rd St., long one of the most noted hotels in New York, with accommodation for 1000 guests, frequented by officials

and Republican politicians, from $ 5 per day, R. from $ 2; Westminster (Pl. s; E, 3), Irving Place, cor. 16th St., from $ 3½, R. from $ 1; Union Square Hotel (Pl. z; E, 3), 16 Union Sq., from $ 3, R. from $ 1; Ashland (Pl. ee; F, 3), 315 Fourth Ave., cor. 24th St., commercial, $ 2½-3, R. $ 1.

Above Madison Square. 1. European Plan: *Waldorf-Astoria (Pl. aa; F, G, 3), a huge double building at the cor. of Fifth Ave. and 34th St., with large and sumptuously decorated ball, dining, concert, and other public rooms, a sun-parlour on the roof, etc. (comp. p. 43), R. from $ 2½; Hollland House (Pl. kk; F, 3), Fifth Ave., cor. 30th St., another magnificent hotel, R. from $ 2; *St. Regis (Pl. dd; H, 3), Fifth Ave., cor. of 55th St., a sumptuously equipped house, with 450 rooms and a fine library of 2000 vols., R. with bath from $ 5, Hotel Astor (Pl. bb; G, 2), Longacre Square (p. 41), huge new hotels to be opened in 1904; Imperial (Pl. mm; F, 3), Broadway, cor. 32nd St., a large and handsomely decorated house, R. from $ 2; Majestic (Pl. p, K 2; roof-garden), Eighth Ave., cor. 72nd St., facing Central Park. R. from $ 2½; Empire (Pl. u; I, 2), cor. W. 63rd St. and Broadway (Boulevard), near Central Park, well spoken of, R. from $ 1½; Earlington (Pl. x; F, 3), 49 W. 27th St., R. from $ 1½; Victoria (Pl. ff; F, 3), Fifth Ave., cor. 27th St., R. $ 2; Marie Antoinette (Pl. c; I, 2), Broadway, cor. 66th St.; Bellecclaire (Pl. ii; K, 1), Broadway, cor. 77th St., R. $ 2; Herald Square (Pl. i; F, 2), Broadway, cor. 34th St., R. $ 1½, well spoken of; Woodward, S.E. cor. of Broadway & 55th St., R. $ 2, with bath $ 2½-3; Algonquin, 42nd St., similar charges, well spoken of; Navarre (Pl. gg; G. 2), Seventh Ave, cor. 38th St., R. $ 1½; Carnegie Hill (Pl. qq; L. 3), Madison Ave., cor. E. 92nd St., R. from $ 2; Gerard (Pl. ss; G, 3), W. 44th St., R. from $ 1, suite from $ 3; Buckingham (Pl. rr; H, 3), a large family hotel, Fifth Ave., cor. 50th St., R. from $ 2; Normandie (Pl. nn; G, 2), Gilsey (Pl. oo; F, 3), Vendome (Pl. D; G, 2), Broadway, cor. 38th, 29th, and 41st Sts., R. from $ 1½ or $ 2; Roland, 56 E. 59th St., small, R. from $ 1, with bath $ 1½; Grand (Pl. pp; F, 3), Cadillac (Pl. vv; G, 2), Knickerbocker (Pl. tt; G, 2), Metropole (Pl. uu; G, 2), Broadway, cor. 31st, 43rd, 42nd, and 41st Sts., R. from $ 1 or 1½; Manhattan (Pl. e; G, 3), a 16-story building in Madison Ave., cor. 42nd St., near Grand Central Depot, R. from $ 2; Grand Union (Pl. xx; G, 3), 42nd St., opposite the Grand Central Station, R. from $ 1; Grenoble (Pl. d; H, 2), Seventh Ave., cor. 56th St., R. from $ 1½; St. Andrew, 201 W. 72nd St., cor. of the Boulevard and near the beginning of Riverside Drive (Pl. K, 1), well spoken of, R. from $ 2; Winthrop, 2088 Seventh Ave. (Harlem), R. $ 1½.

2. American and European Plan: Savoy (Pl. B; H, I, 3), Netherland (Pl. ll; I, 3), Plaza (Pl. C; I, 3), three large and luxurious houses at the cor. of Fifth Ave. and 59th St., adjoining Central Park, R. and board from about $ 5, R. from $ 2 or $ 3. *Cambridge, Fifth Ave., cor. 33rd St., frequented by diplomats; Murray Hill (Pl. A; G, 3), Park Ave., cor. 41st St., near the Grand Central Depot. from $ 4½, R. from $ 1½; San Remo (Pl. hh; K, 2), Eighth Ave., cor. 74th St., facing Central Park, from $ 4, R. from $ 2; *Park Avenue (Pl. E; F, 3), Fourth Ave., cor. 32nd St., from $ 3½, R. from $ 1; Marlborough (Pl. y; G, 2), Broadway, cor. 36th St., $ 3½, R. $ 1½; Brunswick (Pl. xx; L, 3), Madison Ave., cor. 59th St., from $ 3, R. from $ 1; Martha Washington Hotel (Pl. yy; F. 3), 29 E. 29th St., for women only, $ 3½, R. $ 1, with restaurant (open to men), tea-room, and several shops for ladies' needs (rooms should be ordered in advance).

3. American Plan: Balmoral, Lenox Ave., cor. 113th St., a family hotel.

Most of the hotels take in guests by the week or month at very considerable reductions of their daily rates (comp. p. xxvii); and when two persons occupy one room the charge is often materially diminished. Many of the uptown hotels are almost entirely occupied by permanent guests and are little used by tourists. Fees to waiters and bell-boys are unfortunately necessary in New York hotels.

Boarding Houses. Good board can be procured in New York from $8 a week upwards, varying according to the situation and character of the house. For $ 15-20 one should obtain good accommodation in the

best neighbourhood (*e.g.* near Madison Sq.). Above Washington Square and between 7th and Lexington Avenues boarding-houses may be found in every block. Many are in E. 21st St., Gramercy Park, Irving Place, and Madison Ave., while immense numbers can be found on the W. side by a little search (vacancies indicated by slips of paper near the door-bell) or a carefully worded advertisement. Good and cheaper boarding-houses may also be found in Henry St. and the contiguous parts of Brooklyn (p. 69), near the bridge and ferries. A distinct understanding should be come to beforehand, and references should be asked for in houses not specially recommended. Light, heat, service (but not boot-cleaning), and the use of a bath should be included in the price for board.

Furnished Rooms may be obtained in convenient quarters from $4 or $5 per week upwards, and breakfast is sometimes provided in the same house. But the English custom of living in lodgings, ordering one's own meals, and having them cooked and served by the landlady is practically unknown in New York.

Restaurants. The distinction made below between *à la carte* and *table-d'hôte* restaurants is not necessarily mutually exclusive, but indicates the general custom at the different houses. At all the high-priced *à la carte* restaurants one portion (except of oysters or desert) is generally enough for two persons, and two portions are abundant for three. Many of the *table-d'hôte* dinners are wonderfully good for the prices charged, but the *à la carte* restaurants are usually dear for a person dining alone. The following list divides the restaurants into two groups, above and below 14th St. It is customary to give a small fee to the waiter, varying from 5 c. in the cheaper restaurants to 25 c. in the best. Wine (generally poor and dear, except at the foreign restaurants) and beer (5-10 c. per glass, 10-20 c. per pint) may be usually obtained, but are by no means so universally ordered as in Europe. Ladies without male escort are not admitted to the best restaurants in the evening.

Up Town Restaurants (above 14th St.). 1. A la carte. **Delmonico's* (Pl. G, 3), N.E. cor. 5th Avenue and 44th St. (formerly in Madison Sq.), a famous house, with high charges; public and private rooms, café, ball rooms, etc.; crowded about 7-8 p.m. and after the theatres. **Sherry's* (Pl. G, 3), a similar establishment at the S.W. cor. of the same streets, with a very fashionable patronage. Restaurants at the **Waldorf-Astoria* (fine roof-garden restaurant open in summer), **Holland Ho.*, **St. Regis*, *Netherland*, *Plaza*, *Savoy*, *Majestic*, *San Remo*, *Manhattan*, *Hoffman Ho.*, **Albemarle*, *Park Avenue* (court-garden), **Gilsey Ho.*, *Grand Union* (Flemish Room), *Everett Ho.*, *Imperial*, *Ashland* (good plain cooking), and other hotels on the European plan, see above; *Arena* (*Muschenheim*), 31st St., just to the E. of Broadway, a popular resort, with rooms decorated in a quaint manner; *Flouret* (*Hôt. de Logerot*), 128 Fifth Ave., cor. 18th St., well spoken of, D. $1¼, with wine $1½; *Café Martin*, Fifth Ave., cor. 26th St. (the old Delmonico premises), D. $1¼ ($1½ on Sat., Sun., & holidays); **Bancel*, 1140 Third Avenue, small; *Dorlon*, 6 E. 23rd St. (Madison Sq.), famous for oysters and fish; *Shanley*, Broadway, between 42nd and 43rd Sts.; *Burns*, 785 Sixth Ave. and 102 W. 45th St.; *O'Neill*, 358 Sixth Avenue, cor. 22nd St., less fashionable and expensive; *Mouquin*, 454 Sixth Avenue, frequented by artists, authors, etc.; *Café des Beaux-Arts*, 80 W. 40th St.; *Petit Vefour*, 130 W. 36th St.; *Jack's*, Sixth Ave., cor. 43rd St., and Columbus Ave., cor. 74th St. (noted for shellfish and game); *Pabst*, Eighth Ave., cor. 58th St., frequented after theatre, first-class prices; *Rector's*, 1510 Broadway, also a supper-resort; *Goerwitz*, Third Ave., cor. 19th St., a quaint German beer-saloon; *Halloran's*, 218 Sixth Ave., moderate; *Browne's Chop House*, 1424 Broadway, between 39th and 40th St. (good cuisine and interesting dramatic pictures; men only); *Cavanagh's Oyster & Chop House*, 258 W. 23rd St.; *Claremont Hotel* (Pl. O, 1), near Grant's Monument, see p. 63; *Terrace Garden*, E. 59th St., near Lexington Ave.; **Childs' Dairy Restaurants*, all over town, moderate prices; **Dennett's Luncheon Rooms*, moderate. — 2. Table-d'hôte Restaurants (D. usually from 5 to 8): *Murray Hill Hotel Restaurant* (see p. 10), D. 75 c. (dearer in dining-room of hotel); *Park Avenue Hotel* (p. 10), D. 75 c.; *Café Francis*, 53 W. 35th St., D. $1; **Purssell*, 910 Broadway,

D. $ 1; *Riccadonna (Reversi Hotel)*, 31 W. 27th St, L. 30 c., D. with wine 60 c.; *Hôtel Hungaria*, Union Sq. (E. side), D. with wine 75 c.; *Gazzo*, Metropolitan Opera House building, D. $ 1.

Down Town Restaurants. 1. A la carte. **Café Savarin*, in the Equitable Building (p. 34). 120 Broadway, finely fitted up, high charges; *St. Denis Hotel (Taylor's Restaurant)*, native wines, see p. 9; *Sinclair House*, Broadway, cor. 8th St., charges moderate; **Fleischmann's Vienna Bakery*, Broadway, cor. 10th St., tea or coffee, with rolls, 25 c., restaurant upstairs (closes at 8.30 p.m.); *Eyrie Restaurant*, on the 23rd story of the Tract Society Building, 150 Nassau St. (fine view); *Lüchow* (German), 108 E. 14th St.; *Little Hungary*, 257 E. Houston St. (Hungarian wines); *Delmonico*, 2 S. William St.; **Astor House* (p. 9), a much-frequented restaurant (2000-2500 luncheons served daily), with luncheon-counters, etc.; **Mouquin*, 20 Ann St.; **Solari*, 80 University Place, good cuisine (for men); **Hôtel Lafayette* (p. 9); *Smith & McNell*, 197 Washington St., moderate; *Dewey*, 138 Fulton St. (American wines); *Childs'* and *Dennett's Restaurants*, see p. 14; *Tarrish's Chop House (Hickey)*, 61 John St. — 2. Tables-d'hôte. **Hôt. Lafayette*, see above, D. $ 1½; **Griffon* (p. 9), D. 60 c.; *Café Boulevard*, Second Ave., cor. 10th St., with Hungarian orchestra, D. 60 c., on Sat. & Sun. 75 c. wine extra; *Broadway Central Hotel* (p. 9), D. on Sun. (5.30-8) 75 c.

Among the places frequented by ladies may be mentioned *Purssell's*, *St. Denis Hotel*, and the *Vienna Café*, see above; *Childs'* and *Dennett's Luncheon Rooms*; *The Fervery*, 14 W. 23rd St., opposite the Waldorf-Astoria, well spoken of; *Colonia*, 20 W. 33rd St.; the restaurants at *Macy's* (p. 41) and other large department stores; the *Women's Exchange*, 334 Madison Ave.

Oyster Saloons. **Dorlon*, 6 W. 23rd St. (Madison Sq.), 96 & 187 Fulton Market; *O'Neill*, see p. 11; *Silsbee*, Sixth Ave., near 14th St.; also at nearly all other restaurants and at the *Markets*.

The *Hotel Bars* are a characteristic American feature, which may be studied to perfection in New York. Good bars at most of the leading hotels; *Stewart's*, 8 Warren St., with good pictures (shown to ladies, 9-11 a.m.). The basement café of the *Marlborough Hotel* (p. 10) contains quaint pictures and curios (may be visited by ladies). The 'free lunches' given at many bars are elaborate enough to suggest enormous profits on the beverages, which alone are paid for. — *Automatic Restaurant*, 830 Broadway, for light refreshments and beverages of all kinds.

Confectioners. *Maillard*, 1097 Broadway; *Huyler*, 150 and 863 Broadway, 508 Fifth Ave., and 21 W. 42nd St., also famous for 'ice cream soda' and other refreshing summer drinks; *Brummell*, 831 Broadway, 2 W. 14th St., 293 Sixth Avenue, etc.; *Purssell's*, see p. 11; *Macy*, 34th St., in Herald Square; *Allegretti*, 927 Broadway. — Soda-water flavoured with syrups of various kinds, 'ice-cream sodas', egg and other 'phosphates', and other non-alcoholic beverages are very popular and may be procured at all confectioners and drug-stores (prices from 5 c. upwards). The 'Soda Fountain' at the drug-store is, indeed, a prominent American institution.

City Railroads. Tramways. Post Office, etc.

Elevated Railroads (all lines leased to Interborough Rapid Transit Co., 13-21 Park Row). A large portion of the passenger traffic in New York is carried on by the four *Elevated Railroads*, which now carry fully 250 million passengers annually. All are now operated by electricity. There are two lines on the E. side of the city (Second and Third Avenues), and two on the W. (Sixth and Ninth Avenues). The most frequented is the Third Avenue line, next to which comes the Sixth Avenue; but all are disagreeably crowded at business-hours (first and last cars often less so than those in the middle). Apart from this, the 'L', as it is popularly called, affords a very pleasant mode of conveyance, contrasting advantageously with the underground railway in London. The track may be described as a continuous viaduct or bridge, supported on iron columns. The general height is about on a level with the first-floor windows of the houses, but at places it is much higher than this, the Ninth Avenue line

attaining an elevation of 65 ft. at 110th St., where it forms a bold curve in passing from Ninth to Eighth Avenue. The stations occur about every five blocks in the lower quarters, and are nowhere more than ½ M. apart. Passengers ascend from the street by the staircases to the right (looking in the direction in which they wish to travel), buy a ticket at the ticket-office, and drop it into the 'chopper-box' at the entrance to the platform. The uniform fare, for any distance, is 5 c.; children under five, free. On the Third Avenue line extra 3-cent tickets are issued for transfer to certain 'surface lines'; these, of course, are not dropped in the chopper-box but are given up to the conductor on the line to which transfer is made. The trains run at intervals of a few minutes during the day, and during the business-hours morning and evening follow each other with hardly an intermission. Express-trains, stopping at a few stations only, run on the Third and Ninth Avenue lines during the busiest hours (down town in the morning, up town in the afternoon). The Second Avenue trains cease running at midnight, but the trains on the other lines run all night, at intervals of 10 minutes. The trains run on all lines on Sunday, at somewhat less frequent intervals. All four lines start from South Ferry, adjoining the Barge Office (p. 31). They vary in length from 10 M. to 13¾ M. Short branches run from the Third Avenue Line to the City Hall, the 34th St. Ferry (these two also from Second Ave.), and the Grand Central Depot. Passengers should ascertain whether or not they change cars at the busy Chatham Sq. station, where the Second and Third Avenue lines connect. The Sixth Avenue line proper ends at Central Park (58th St.), but a branch diverges to Ninth Avenue at 53rd St., and about three-fourths of the trains ('Harlem trains'; green signals and lamps) follow this route. The Ninth Avenue Line ends at the Harlem River (see Plan), where it connects with the *Putnam Division of the N. Y. C. & H. R. R.* for High Bridge (p. 64) and points in Westchester County. The Second and Third Avenue lines are continued by a line crossing the Harlem River and extending to Bronx Park. The name of the station is announced by the guard on arrival, and the name of the 'next station' on leaving the station. The names are always placarded at the stations, of which the following is a list.

2nd Ave. — South Ferry, Hanover Sq., Fulton St., Franklin Sq., Chatham Sq. (change cars for City Hall). Canal St., Grand St., Rivington St., 1st, 8th, 14th, 19th, 23rd, 34th (change cars for Hunter's Point), 42nd, 50th, 57th, 65th, 72nd, 80th, 86th, 92nd, 99th, 111th, 117th, 121st, 127th, 129th, 133rd, 138th, 143rd, 119th, 156th, 161st, 169th Sts., Wendover Ave, 174th, 177th, 183rd Sts., Pelham Ave., and Bronx Park.

3rd Ave. — South Ferry, Hanover Sq.. Fulton St., Franklin Sq , Chatham Sq. (change cars for City Hall), Canal St., Grand St., Houston St., 9th, 14th, 18th, 23rd, 28th, 34th (change cars for Hunter's Point), 42nd (change cars for Grand Central Station), 47th, 53rd, 59th, 67th, 76th, 84th, 89th, 93th, 10ith, 116th, 125th, 129th, 133rd, 138th, 143rd, 149th, 156th, 161st, 166th, 169th Sts., Wendover Ave., 174th, 177th, 183rd Sts., Pelham Avenue, and Bronx Park.

6th Ave. — South Ferry, Battery Place, Rector St., Cortlandt St.. Park Pl., Chambers St., Franklin St., Grand St., Bleecker St., 9th, 14th, 18th, 23rd (with moving staircase), 28th, 33rd, 42nd, 50th (change cars for 58th St. & Sixth Ave.), 8th Ave. & 53rd, 59th, 66th, 72nd, 81st, 93rd, 104th. 110th, 110th, 125th, 130th, 135th, 140th, 145th, 155th Sts. (stations from 59th to 104th are on Ninth Ave.. 116th to 155th on Eighth Ave.).

9th Ave. — South Ferry, Battery Place, Rector St., Cortlandt St., Barclay St., Warren St., Franklin St., Desbrosses St., Houston St., Christopher St., 14th, 23rd, 30th, 34th, 42nd, 50th, 59th, 66th, 72nd, 81st, 93rd, 104th, 110th, 116th, 125th, 130th, 135th, 140th, 145th, 155th Sts.

Brooklyn Bridge Railway. Trains of three or four cars, propelled by electricity or by an endless cable, cross the Brooklyn Bridge (see p. 36) in 6 min., running at intervals of about 45 seconds. Some of them continue in Brooklyn over the Elevated Railroads to all parts of the city (fare 5 c.), while others (so-called 'shuttle trains') simply run to and fro over the bridge. At the New York end the platforms communicate directly

with the City Hall branch of the Third Avenue Elevated. Comp. p. 69. — *Electric Tramways* over Brooklyn Bridge, see p. 86.

Rapid Transit Railroad or New York Subway (*Interborough Rapid Transit Co*, 13-21 Park Row). An important addition to the transit facilities of the city is afforded by this underground electric railroad, begun in March, 1900, and opened for traffic in 1904. It is 21 M. in total length, 15½ M. of this being underground (12¼ M. shallow subway, 3¼ M. tunnel proper), and extends from City Hall to (14 M.) *Kingsbridge*, Spuyten Duyvil Creek, on the W. side of the city, and to (14 M.) *Bronx Park* on the E. side. The line is to be extended to Atlantic Ave., Brooklyn, by means of a tunnel under the East River.

The present line starts at the Post Office, runs to the N. up Elm St. and Fourth Ave. to 42nd St., crosses under 42nd St. to the W. side, and continues up Broadway, N.W. and due N., to 104th St. Here it forks, the W. branch continuing almost due N. to *Kingsbridge*, while the E. branch follows Lenox Ave. to the N. to 143rd St. and then runs in a N.E. direction to *Bronx Park* (comp. Plan).

At 125th St. the W. Side line crosses Manhattan Valley on a viaduct to 135th St. At 150th St. it again enters a tunnel. At 167th and 181st Sts., the stations are hollowed out of the solid rock, 110 ft. underground, and are reached by elevators. At Fort George the viaduct again appears, and finishes the route. The latter part of the E. Side line, from Westchester Ave. to Bronx Park, is also elevated.

The Subway is rectangular in section, with concrete bed and steel-frame construction; it is 13 ft. high, and varies in width from 25 ft. (two tracks) to 50 ft. (four tracks). The cost of the road was $ 35,000,000 (7,000,000*l.*).

The running-time from City Hall Park to 96th St. is 13 min. for express trains, and 21 min. for local trains. Uniform fare, 5 c.

Stations: Brooklyn Bridge, City Hall Park, Worth St., Canal St., Spring St., Bleecker St., Astor Place, 14th, 18th, 23rd, 28th, & 33rd Sts., 42nd St. & Park Ave., 42nd St. & Broadway, 50th St., Columbus Circle, 66th, 72nd, 79th, 86th, 91st, 96th, and 103rd Sts. Here the line forks. West Side Stations: Cathedral Parkway, 116th St., Manhattan St., 137th, 145th, 157th, 167th, & 181st Sts., Dyckman St., View Ave., Kingsbridge (Bailey Ave.). East Side Stations: 110th, 116th, 125th, 135th, & 145th Sts., 149th St. & Mott Ave., 149th St. & Third Ave., Jackson Ave., Prospect Ave., Westchester Ave. & Southern Boulevard, Southern Bd. & Freeman St., 174th St., 177th St., Bronx Park.

Tramways. Nearly all the avenues running N. and S. and most of the important cross-streets are traversed by *Tramways* (*Street Cars*, *Surface Cars*), most of which are now operated by electricity ('underground trolley system'). A few of the cross-town cars are still drawn by horses. Uniform fare for any distance 5 c. About 550 million passengers are carried annually, and overcrowding is nearly as constant, especially on the Broadway cars, as on the Elevated Railroad. Transfer tickets are usually furnished without extra charge for the cross-lines. The cars nominally stop only at the upper crossings going up and at the lower crossings going down town. All lines run every few minutes, and most of them run all night. The following is a list of the chief lines.

A. The North and South Lines. — 1. Broadway Line. From *South Ferry* (p. 17) through Whitehall St., Broadway, 45th St., and Seventh Avenue to *Central Park* (59th St.).

2. Columbus Avenue Line. From *South Ferry* along Broadway as above to 45th St. and thence by 7th Ave., W. 53rd St., and 9th or Columbus Ave. to *109th St.* Thence by Lenox Ave. Line (see p. 15).

3. Lexington Avenue Line. From *South Ferry* by Broadway as above to 23rd St. and thence by Lexington Ave. to *130th St.*

4. Fourth Avenue Line. From the *Post Office* (p. 34) through Park Row, Centre St., Grand St., the Bowery, Fourth Avenue, and Madison Avenue to *Mott Haven* (138th St.). Some of the cars on this line start from and return to the corner of Broadway and Astor Place.

5. Third Avenue Line. From the *Astor House* (p. 9) through Park Row, Chatham St., the Bowery, and Third Avenue, to *Harlem River* (p. 64; 130th St.); also by same route to 125th St. and thence viâ Amsterdam Ave. to *Fort George* (195th St.).

6. Second Avenue Line. From the *Post Office* (p. 34) through Park Row, Chatham St., the Bowery, and Grand, Forsyth, and Houston Sts., and along Second Ave. to *Harlem River* (129th St.), returning by nearly the same route.

7. First Avenue Line. From *South Ferry* by South, Front, Monroe, Grand, Goerck, and Houston Sts., Ave. D, 14th St., Ave. A, 23rd St., and First Ave. to *Harlem River* (125th St.). This line passes all the E. side ferries.

8. Sixth Avenue and Amsterdam Avenue Line. From *South Ferry* through Greenwich St., Church St., W. Broadway, 4th St., 6th Ave., 59th St., and Amsterdam Ave., to *Fort George* (195th St.). Another branch runs from 4th St. through Sixth Ave. to 59th St. and thence to the E. to *First Avenue*.

9. Seventh Avenue Line. From cor. of *Sixth Ave.* and *4th St.* by Sixth Ave., 23rd St., Seventh Ave., 45th St., Broadway, and Manhattan St. to *Fort Lee Ferry* (130th St.).

10. Eighth Avenue Line. From *South Ferry* (p. 17) through Greenwich St. and W. Broadway to Canal St., and thence by Hudson St. and Eighth Ave. to *Harlem River* (155th St.).

11. Ninth Avenue Line. From *Cortlandt St. Ferry* (p. 17) through Greenwich St. and Columbus Ave. to *109th St.*

12. Tenth Avenue Line *(West Side Belt Line)*. From *South Ferry* through Whitehall St., Bowling Green, Battery Place, West St., and 10th Ave., to *59th St.* The cars pass all the W. side ferries.

13. Twenty-Eighth and Twenty-Ninth Streets Line. From *34th St. Ferry* (E. River) through First Ave., 29th St., 11th Ave., and 24th St. to *Pennsylvania R. R. Ferry* (N. River), returning through 28th St.

14. Bleecker Street Line. From *Brooklyn Bridge* (p. 33) through Centre, Leonard, Elm, Canal, Greene, Bleecker, Macdougal, W. 4th, W. 12th, Hudson, and 14th Sts. to *14th St. Ferry*.

15. City Hall, Avenue B, and Thirty-Fourth St. Line. From the *Post Office* (p. 31) through Park Row, Chatham St., E. Broadway, Avenue B, 14th St., First Ave., and 34th St. to *34th St. Ferry* (p. 17).

16. Kingsbridge Line. From corner of *125th St. and Eighth Avenue* through 125th St., Amsterdam Ave., and Kingsbridge Road to the *Harlem River Ship Canal Bridge* (221st St.).

17. Lenox Avenue Line. From *109th St.* (cor. Columbus Ave.) by Manhattan Ave., 116th St., and Lenox Ave. to *146th St. (Harlem River)*. This line connects with No. 2.

Several overhead electric lines also ply from *Harlem Bridge* (p. 64) and *Central Bridge* (p. 65) to points in the Borough of the Bronx (p. 65), beyond the river.

B. Cross Town Lines (E. and W.). — 18. Grand and Cortlandt St. Line, From *Grand St. Ferry* (p. 17), through Grand St., E. Broadway, Canal St., Walker St., W. Broadway, and Washington St., to *Cortlandt St. Ferry* (p. 17).

19. Fulton Street Line. From *Fulton Ferry* (E. River; p. 17) through Fulton St., to *Barclay St. Ferry* (p. 17) or to *Cortlandt St. Ferry* (N. River; p. 17).

20. Chambers and Grand Sts. Line. From *Grand St. Ferry* (p. 17) through Grand, Madison, New Chambers, and Chambers Sts. to *Erie R. R. Ferry* (p. 17). In returning, through Duane St. to New Chambers St., thence as above (reversed). Another branch runs from New Chambers St. through James Slip to *Roosevelt St. Ferry* (East River; p. 17).

21. Spring and Delancey Sts. Line. From *Grand St. Ferry* (p. 17) through East St., Delancey St., Bowery, Spring St., West Broadway, Broome St., Sullivan St., Watts St., and West St. to *Pennsylvania R. R. Ferry* (North River; p. 17).

22. Avenue C Line. From *Erie R. R. Ferry*, Chambers St. (p. 17), through West St., Charlton St., Prince St. (in returning Houston St.), the Bowery, Stanton St., Avenue C, 18th St., and Ave. A, to *23rd St. Ferry* (p. 17).

23. Fourteenth and Grand Sts. Line. From *Grand St. Ferry* (p. 17), through Goerck St., 2nd St., Ave. A, and 14th St. to *14th St. Ferry* (p. 17).

24. Desbrosses, Vestry, and Grand St. Line. From *Grand St. Ferry* (p. 17), through Grand, Sullivan, Vestry, Greenwich, and Desbrosses Sts. to *Desbrosses St. Ferry* (p. 17).

25. Fourteenth St. Line. From *Union Square* along 14th St. to *14th St. Ferry* (p. 17).

26. Christopher and Tenth Sts. Line. From *Christopher St. Ferry* (p. 17), through Christopher St., Greenwich Ave., 8th St., Ave. A, and E. 10th St. to *Ferry* at foot of E. 10th St. (p. 17).

27. Central Cross-Town Railroad. From *23rd St. East River Ferry* (p. 17), through Ave. A, 18th St., Broadway, 14th St., 7th Ave., and W. 11th St. to *Christopher St. Ferry* (p. 17).

28. Twenty-Third St. Line. From end to end of 23rd St., with a branch via 2nd Ave. and 34th St. to *34th St. Ferry* (p. 17).

29. One Hundred and Twenty-Fifth Street Line. From E. end of *125th St.*, via 125th St. and Manhattan St. to *Fort Lee Ferry* (p. 17; 130th St.).

30. Thirty-Fourth St. Cross-Town Line. From *34th St. Ferry* (E.R.) to *42nd St. Ferry* (N.R.).

31. Forty-Second St. and Boulevard Line. From *34th St. Ferry* (East River; p. 29), by 1st Ave., 42nd St., 7th Ave., Broadway, 59th St., *Boulevard* (p. 42), Grant's Tomb (p. 63), and 129th St. to *Fort Lee Ferry* (p. 17). W. 130th St. This line runs near Riverside Park (p. 62). A branch-line runs along 42nd St. to Tenth Ave. and thence to the N. to Broadway, where it joins the line just described; and another runs via First Ave., 110th St., and St. Nicholas Avenue to *Fort Lee Ferry* (p. 17).

32. Forty-Second St. Line. From *Williamsburg Ferry* (p. 17), at foot of 42nd St., East River, to *Weehawken Ferry* (p. 17), foot of 42nd St., North River.

33. Eighty-Sixth St. Line. From *Astoria Ferry* (*92nd St., East River*; p. 17) through Ave. A, 86th St., Madison Ave., 85th St., and Transverse Road No. 3 across Central Park, to *Eighth Ave. and 86th St.*

34. One Hundred and Sixteenth St. Line. From corner of 116th St. and Pleasant Ave., through 116th St., Manhattan Ave., 109th St., Columbus Ave., and 106th St. to *Amsterdam Avenue.*

Omnibuses ('Stages') run from Bleecker St. through S. Fifth Avenue, Washington Sq., and Fifth Avenue to 89th St. (fare 5 c.). Electric omnibuses (10 c.) also ply, more or less irregularly, on this route. Other omnibus lines are of little interest to visitors.

Carriages. The cab system is still in a somewhat undeveloped condition in New York, owing partly to the high fares, partly to the abundance of tramway and railway accommodation, and partly to the bad paving of many of the streets, which makes driving, outside the favoured localities, anything but a pleasure. *Hackney Carriages*, however, are in waiting at the railway stations, ferries, and principal steamboat docks, and are also found on stands at Madison Sq., Union Sq., City Hall Park, and many other points. The fares are as follows: *Hackney Carriages* or *Coaches*, to carry 1-4 pers., generally with two horses, $1 for the first mile, and 50 c. for each ½ M. addit.; per hr. $1½, each addit. ½ hr. 75 c., waiting 40 c. per ¼ hr. (no charge for stop of less than 5 min.). *Cabs* and *Hansoms* for 1-2 pers., 50 c., 25 c., $1, 50 c., 25 c. One trunk, not exceeding 50 lbs. in weight, free; extra luggage 25 c. per piece. Children under eight years of age. free. Carriages hired from hotels or livery-stables are somewhat dearer. The authorised table of fares should be hung in each carriage. A mile is estimated as equal to twenty blocks from N. to S. and as six blocks from E. to W. to the W. of Fifth Ave. and as eight blocks to the E. of it. In case of dispute the driver should be told to drive to the nearest police-office or to the City Hall, where a complaint may be made to the *Mayor's Marshal*, Room No. 1. Or the hirer may pay the fare demanded and make complaint through the Merchants' Association 346 Broadway. In all cases a distinct bargain should be made beforehand, and it is often possible to

make one on more favourable terms than the legal fares. — *Electric Cabs* (1-2 pers.; $ 1 for the first two miles, 50 c. for each extra mile; shopping or visiting $ 1 per hour) may be found in Broadway, above Madison Sq.

The *Pennsylvania Railroad Company* has organized an excellent cab service for passengers arriving at its 23rd St. Station. The fares, which are prominently displayed in each vehicle, are as follows: hansom or victoria, for 1-2 pers.. 1½ M. 25 c., each addit. mile or fraction 15 c.; four-wheeler, 1½ M., 1 2 pers. 40 c., 3-4 pers. 50 c., each addit. mile or fraction 20 c.; small omnibuses, 1½ M., 1 4 pers. $ 1, each addit. pers. 10 c., each addit. mile 25 c. Trunk 10 c., valise carried outside 5 c. — The *New York Central* has a similar service in connection with the Grand Central Station (fares a little higher).

The **Excursion Brakes, Automobiles, and Steam Yacht** of the so-called 'Seeing New York' company (office, Fifth Ave., side of Flat-iron Building, p. 40) afford an excellent method of making a first general acquaintance with the city. The brakes start from the Flat-iron Building daily (incl. Sun.) at 10 a.m. and 4 p.m., and visit Fifth Avenue, Central Park, Grant's Tomb, Riverside Drive, etc. (2½ hrs.; fare $ 1½). The automobiles start daily from the same place at 9.30 a.m., 2 p.m., and 4.30 p.m., and visit the places of historic and other interest in the lower (S) part of the city (1½ hr.; fare $ 1¼). The steam-yacht starts daily from the Hudson River Day Line Pier at the foot of W. 22nd St. and circumnavigates the island of Manhattan (3 hrs.; fare $ 1). Each party is accompanied by a guide who points out the chief objects of interest (when necessary, by means of a megaphone).

Ferries (see Plan). To *Brooklyn*, from Catherine St., Fulton St., Wall St., Whitehall St. (South Ferry), and E. 42nd St. To *Williamsburg* or *East Brooklyn*, from Grand St., Roosevelt St., E. Houston St., E. 23rd St., and E. 42nd St. To *Greenpoint*, from E. 10th St. and E. 23rd St. To *Hunter's Point, Long Island City*, from James Slip and E. 34th St. To *Astoria, Long Island City*, from E. 92nd St. (10 c.). To *Jersey City:* from Desbrosses St., from W. 23rd St., and from Cortlandt St. to Pennsylvania Railway Station; from Whitehall St. and Liberty St. to Central of New Jersey Railway Station (Communipaw; fare 8 c.); from Chambers St. and from W. 23rd St. to Pavonia Avenue and Erie Railroad. To *Hoboken*, from Barclay, Christopher, and W. 14th Sts. To *Weehawken*, from W. 42nd St. and Franklin St. To *Edgewater*, for *Fort Lee*, from W. 130th St. (5 c.). To *Staten Island*, from South Ferry (5 c.). To *Blackwell's*, to *Ward's*, and to *Randall's Island* from E. 26th St. (pass required; no charge). To *Hart's Island* from E. 26th St. (40 c. and pass). To *Liberty Island* (see p. 3) and to *Governor's Island* (pass) from the Battery. To *Ellis Island* from the Barge Office. The 'Brooklyn' or 'Pennsylvania Annex' is an important ferry connecting Brooklyn (Fulton St., near the Suspension Bridge) with the Penn. R. R. terminus in New Jersey (fare 10 c.). The ferries ply at frequent intervals, the more important running every few minutes in the business-hours. Fares generally 1-3 c. The ferry-boats are comfortable and very unlike European steamers. One side is devoted to a ladies' cabin, but men may also use this when not smoking. These ferries carry about 200 million passengers yearly.

Post Office (comp. p. xxix) The *General Post Office* (see p. 34), City Hall Park, is open day and night; closed on Sun., except 9-11 a.m. The *Money Order Office*, on the second floor, Rooms 40-42, is open daily, except Sun. and holidays, 10-5. The General Delivery windows (for 'Poste Restante' letters) are on the ground-floor, Park Row side. The Registered Letter Office is on the mezzanine floor. Besides the G.P.O. district, the city is divided into about thirty-five postal districts, each served by a branch post-office or *Station*, generally designated by letters of the alphabet (Station A, etc.; open 7-8, Sun. 9-11 a.m.), and there are also about 180 *Sub-Stations*, in druggists' shops, where all the ordinary postal services are rendered, including the issue of domestic or inland money orders. Letters within New York are delivered more expeditiously if the 'station letter' is affixed to the address. Letters are also expedited in delivery if posted on the

same side of Fifth Ave. (E. or W.) as their destination. Stamps are also sold in many other shops (chiefly druggists') throughout the city; and letters may be posted in about 2800 *Letter Boxes*, affixed to lamp-posts, or in any hotel. From 12 to 25 collections, and from 3 to 9 deliveries are made daily according to the district. Letters are collected on Sun. (at less frequent intervals), but not delivered; mail matter may, however, be obtained on Sun., 9-11 a.m., on the Mezzanine Floor, G.P.O., and at the district-offices. The time of closing of foreign mails is advertised in the daily papers; the chief European mails are despatched on Tues., Wed., Thurs., and Saturday.

Telegraph Offices (comp. p. xxix). *Western Union Telegraph Co.* (p. 34), 195 Broadway; chief branch-offices, 599, 854, and 1227 Broadway, 16 Broad St., 821 Sixth Avenue, Fifth Ave. (cor. 23rd St.), and 153 E. 125th St. All these are open day and night. There are also about 200 other branch-offices throughout the city, including all the principal hotels and the Grand Central Depot, and Atlantic Cable messages are received at about 40 of these. The rate for local messages in New York and Brooklyn is 20 c. per 10 words, and 1 c. for each additional word; for other parts of the United States it varies from 25 c. to $1 per 10 words. No charge is made for address or signature. — *Postal Telegraph-Cable Co.*, 253 Broadway and many branch-offices. The rate per word for cable messages to Great Britain, Ireland, France, and Germany is 25 c.; Belgium and Switzerland 30 c.; Holland, Italy 32 c.; Denmark and Norway 35 c.; Austria-Hungary 24 c.; Sweden 39 c.; Russia 43 c.

Telephone Offices. The telephonic communication of New York is mainly in the hands of the *New York Telephone Co.*, 15 Dey St., which has branch-offices at 952 Broadway, 115 W. 38th St., and numerous other points throughout the city, at any of which persons may be put in communication with members of the Telephone Exchange at the rate of 10 c. per 5 minutes. These offices are generally located in hotels, drug-stores, telegraph-stations, ferry-houses, and so on. The 'Long Distance Telephone', at all public ('pay') stations, communicates with Albany, Boston, Philadelphia, Washington, Chicago, etc. (charges high).

Messenger Service. This is carried on by the *American District Telegraph Co.* (8 Dey St.) and the *Postal Telegraph Co.* (253 Broadway), which have numerous offices throughout New York, generally in the stations of the telegraph companies. Message boys can be summoned by the 'automatic calls' found in hotels, banks, offices, and many private houses. Fees by tariff (about 30-40 c. per hour).

Express Service. Broadway below Trinity Church is the headquarters of the numerous express companies of New York, by which baggage may be expressed to all parts of the world. Among the chief, all in Broadway, are: *Adams Express Co.*, No. 59; *American Express Co.*, No. 65; *United States Express Co.*, No. 49; *Wells, Fargo, & Co.*, No. 63. For expressing baggage within the United States, the traveller will, however, seldom need to leave his hotel. Among the chief 'Transfer Companies' for transferring luggage within New York and Brooklyn are *Westcott* (cor. of Madison Ave. and 147th St.) and the *New York Transfer Co.* (1 Astor House and 1354 Broadway); 25-50 c. per trunk, according to distance.

Tourist Agents. *Raymond & Whitcomb*, 25 Union Sq.; *Thos. Cook & Son*, 261 and 1225 Broadway.

Theatres. Concerts. Sport. Clubs, etc.

Theatres. *Metropolitan Opera House* (Pl. G, 2), 1419 Broadway; prices $ 1-5. — *Academy of Music* (Pl. E, 3), cor. of Irving Pl. and E. 14th St., now used for spectacular dramas, etc.; prices 50 c. to $ 1. — *Daly's Theatre*, corner of Broadway and 30th St. (Pl. F, 3), prices $ ½-2. — *Wallack's Theatre*, Broadway, cor. 30th St. (Pl. F, 3), high-class comedy; $ ½-1½. — *Broadway Theatre*, Broadway, cor. 41st St. (Pl. G, 2); comedies, light operas, etc.; $ ½-2. — *New Lyceum*, W. 45th St.; comedy; $ ½-2. — *Lyric Theatre*, W. 42nd St. — *New Amsterdam Theatre* (Pl. G, 2), W. 42nd St., with elaborate

plastic and painted decorations. — *Hudson Theatre*, W. 44th St. — *Liberty Theatre*, W. 41st St. — *Majestic*, Broadway, cor. of 59th St. (Pl. I, 2), prices up to $ 1½. — *New York Theatre*, Broadway, between 44th & 45th Sts. (Pl. G, 2); $ ¼-1½. — *Belasco Theatre*, Broadway, cor. of W. 42nd St. (Pl. G, 2); $ ½-2. — *Criterion*, Broadway, cor. of 44th St. (Pl. G, 2); $ ½-2. — *Savoy*, 112 W. 34th St. (Pl. G, 2); from 50 c. — *Victoria*, Seventh Ave., cor. of 42nd St. (Pl. G, 2); $ ½-1½. — *Princess*, Broadway, cor. of 29th St. (Pl. F, 3); $ ½-2. — *Murray Hill Theatre*, Lexington Ave., cor. of 42nd St. (Pl. G, 3); $ ¼-1½. — *Vaudeville*, 19 W. 44th St. (Pl. G, 2); $ 1-2½. — *Casino*, Broadway, cor. 39th St. (Pl. G, 2), operettas; adm. $ ½-2; in summer, concerts on the roof, see below. — *Grand Opera House* (Pl. F, 2), Eighth Ave., cor. 23rd St., a large house (2200 seats); $ ¼-1½. — *Garden Theatre*, Madison Ave., cor. of 27th St. (Pl. F, 2; see below), comedy; $ ½-2. — *Manhattan Theatre*, Broadway, cor. 33rd St. (Pl. F, G, 2); $ ½-1½. — *Knickerbocker Theatre*, cor. of Broadway and 38th St. (Pl. G, 2); $ ½-2. — *Garrick Theatre* (Pl. G, 3), W. 35th St., to the E. of Sixth Ave.; $ ½-2. — *Bijou Theatre*, Broadway, between 30th and 31st Sts. (Pl. F, 3); $ ½-1½. — *Fourteenth St. Theatre* (Pl. E, 2), near Sixth Ave.; popular pieces; $ ¼-1½. — *Irving Place Theatre (Amberg's)*, cor. of Irving Place and E. 15th St.; performances in German; 35 c. to $ 1½. — *Thalia*, 48 Bowery (Pl. C, 4); formerly, as the 'Bowery Theatre', the leading theatre of New York, but now relinquished to 'down town' performances in Yiddish; $ ¼-1. — *Third Avenue Theatre*, between 30th and 31st Sts. (Pl. F, 3), melodrama and popular pieces; 15-75 c. — *American Theatre* (Pl. G, 2), Eighth Ave., near 42nd St., with roof garden; cheap but good opera, plays, etc.; $ ¼-1. — *Empire Theatre*, Broadway, cor. 40th St. (Pl. G, 2); $ ½-2. — *Herald Square Theatre*, Broadway, cor. 35th St. (Pl. G, 2); $ ½-2. — *Drury Lane Theatre*, 34th St., near Eighth Ave. (to be opened shortly). — *Harlem Opera House*, 125th St., near Seventh Ave. (Pl. O, 3); $ ½-1½. — *West End Theatre*, E. 125th St., near Ninth Ave. (Pl. O, 3); $ ¼-1. — The performances at the New York theatres, unless otherwise stated in the advertisements, begin at 8 or 8.15 p.m.; 'matinee' performances at 2, 2.15, or 2.30 p.m. on Saturday. Tickets may be bought in advance at 111 Broadway and the chief hotels (small premium charged), but this is not often necessary. Full dress is nowhere compulsory, but is customary at the Opera, Daly's, and the Lyceum. Ladies often wear street dress, even when accompanied by gentlemen in evening dress, but are generally expected to doff their hats.

Music Halls and other Places of Amusement. *Madison Square Garden* (p. 49), a huge block bounded by Madison and Fourth Avenues and 26th and 27th Sts., containing an amphitheatre, accommodating 15,000 people and used for horse-shows, flower-shows, equestrian performances, and the like; a theatre (see above); a large concert and ball room (1500 people); a restaurant; and an open-air garden on the roof (4000 people). "View of New York, by day or night, from the Tower (300 ft. high; elevator; adm. 25 c.; open 10-6). — *Eden Musée*, 23rd St., between Fifth and Sixth Avenues; a wax-work show, with good musical performances, winter-garden, smoking-room, etc., open 11-11, Sun. 1-11; adm. 50 c., on Sun. 25 c. — *Tony Pastor's*, in Tammany Hall Building (p. 34), a theatre of varieties; adm. $ ¼-1. — *Proctor's Theatres*, Broadway, cor. of 28th St. (Fifth Avenue), 23rd St., 125th St., and E. 58th St., near Third Ave., all give continuous variety performances; prices from 25 c. up. — *Keith's Union Square Theatre*, S. side of Union Sq.; continuous variety performances; 25 c. to $ 1. — *Weber & Field's (Broadway Music Hall)*, Broadway, cor. 29th St.; from 50 c. up. — *Casino Garden*, on the top of the Casino Theatre (see above), a beer-garden, with musical performances (in summer); adm. free to visitors of the theatre. — The so-called '*Dime Museums*' can scarcely be recommended, and visitors should also steer clear of most of the '*Concert Saloons*'.

Concerts. Whether owing to the large German element in its population or to other causes, it is undeniable that New York cultivates high class music with distinguished success and enjoys a series of concerts

ranking with the best in Europe. The concerts of the *Philharmonic Society* (founded 1842) are given every 3 or 4 weeks during the season (Nov.-April) in the Carnegie Music Hall (p. 50; conductor, Emil Paur) on Saturdays at 8.15 p.m.; public rehearsals on the Fridays before the concert at 2 p.m., at reduced prices. Other fashionable subscription-concerts are given in the rooms of the *Waldorf-Astoria Hotel* (p. 40). Excellent concerts are also given by the *Arion Society* (in the club-house in Park Avenue, p. 48), the *Liederkranz* (58th St., between Park and Lexington Avenues), the *Beethoven Männerchor*, the *Sängerbund*, the *Mendelssohn Glee Club* (W. 40th St.), the *Musical Art Society* (about twice yearly), etc. The above concerts are mainly attended by members and subscribers, but a limited number of single tickets are obtainable in some cases. The *Mendelssohn Hall*, W. 40th St., is used mainly for recitals. Good Sun. evening concerts are given at the *Carnegie Music Hall* and the *Metropolitan Opera House* (p. 18). In summer bands play at frequent intervals in *Central Park* (Sat. & Sun. afternoons), the *Battery*, *Tompkins Square*, etc. — For details, see the daily newspapers.

Exhibitions of Paintings. *Metropolitan Museum*, see p. 51; *Lenox Library*, see p. 46; *New York Historical Society*, see p. 50; *Annual Exhibition of the National Academy of Design* (p. 51) in Jan. at the Galleries of the Society of Fine Arts, 215 W. 57th St., between Seventh Ave. and Broadway; *Society of American Artists*, at the same place in March & April; *American Water Colour Society*, at the American Art Galleries, at the corner of Madison Square and 23rd St., pending the completion of the new Academy of Design (spring); *New York Water Colour Club*, at the Fine Arts Society Galleries (Dec.); *Architectural League*, in the same galleries (Feb.); *Society of Landscape Painters*, generally at Knoedler's Gallery, 355 Fifth Ave. (April); *Ten American Painters*, at the Durand-Ruel Gallery, 389 Fifth Ave. (April). Loan exhibitions are given in the season by the *Lotos*, *Union League*, *Century*, and *Salmagundi Clubs* (the last club largely composed of professional artists). During the season (Nov.-May) so-called 'One Man Shows' (exhibitions of individual artists) are held at Knoedler's, Durand-Ruel's, Noe's, Claussen's, Tooth's, Macbeth's (all in Fifth Ave.), and other prominent art dealers'. Other exhibitions at irregular intervals are given by the *National Sculpture Society*, the *National Arts Club*, etc. Adm. to the annual exhibitions 25-50 c., to the clubs by card, to the dealers' galleries free. — Among the finest private collections are those of *Mrs. Wm. Astor* (modern French, American, and German pictures), *Mr. Morris K. Jesup*, *Mr. Wm. Rockefeller* (old Dutch and English pictures), *Mr. Ed. D. Adams*, *Mr. H. O. Havemeyer* (nine important portraits by Rembrandt, fine examples of F. Hals, P. de Hooch, etc.), *Mr. C. T. Yerkes* (p. 46; three historical pieces by Rembrandt; good examples of Hobbema, Jan Steen, A. van Ostade, G. Dou, Terburg, Metsu, F. Hals; fine oriental rugs), *Mr. Cyrus J. Lawrence*, *Mr. George Gould* (Rembrandt's 'Standard Bearer', etc.), *Mr. H. P. Whitney*, *Mr. John Harsen Rhoades*, *Mr. James W. Ellsworth*, *Mr. George A. Hearn*, *Mr. Emerson McMillan*, and *Senator W. A. Clark*. Visitors specially interested will sometimes be admitted to these on previous application by letter, enclosing card. Visitors are also received at the *Studios* of the leading artists, many of whom have their regular reception days.

Sport. The chief HORSE RACES near New York are those of the *Westchester Racing Association* at Morris Park; the *Brooklyn Jockey Club* at Gravesend, between Brooklyn and Coney Island; the *Brighton Beach Racing Association* at Brighton Beach; the *Coney Island Jockey Club* at Sheepshead Bay; the *Queens County Jockey Club* at Aqueduct (L. I.); and the *Metropolitan Jockey Club* at Jamaica. The schedule is so arranged that there is racing at one or other of these tracks every week day from April 15th to Nov. 15th (see daily papers). Adm. to grand stand $2; to field 50-75 c. — TROTTING RACES take place at Empire City Park and Brighton Beach. — FOX HUNTING (with a 'drag' or carted fox) is carried on in Long Island and New Jersey. — The chief YACHT CLUBS are the *New York* (2000 members), *Seawanhaka* (1000 members), *Atlantic*, *Larchmont*, etc.; numerous regattas are held in the harbour and Long Island Sound, and an annual cruise, with racing, is made to Newport. — ROWING is best on the Harlem

River, where boats may be hired for about 50 c. an hour. There are many clubs here, and a few on the Hudson and on the Brooklyn and Staten Island shores of the harbour. — Canoeing is practised all round Manhattan Island. The *New York* and the *Brooklyn Canoe Clubs* have their headquarters at Gravesend. — Driving. The fashionable drives are through Central Park and along Riverside Drive, where many handsome equipages may be seen on fine afternoons. The chief resorts of the owners of 'fast trotters' are Seventh and St. Nicholas Avenues, to the N. of Central Park, and the 'Speedway' (p. 64), skirting the Harlem River to the N. of 155th St., which is reserved exclusively for fast driving. All who are interested in horses should try to see the scene here. The *Coaching Club* parades in Central and Riverside Parks at the opening of the Morris Park track in the first week of May. Coaching parties and public coaches (seats usually $ 5) leave the Waldorf-Astoria and the Holland House daily in April, May, and June for points reached viâ N. New York and Westchester County (comp. p. 68). — Riding is best seen and enjoyed in Central and Riverside Parks. The *Riding Club* has a club-house and ring in 58th St., between Fifth and Madison Aves. — Motoring is very popular in New York, the chief organisations in connection with it being the *Automobile Club of America* (753 Fifth Ave.), the *League of American Automobilists*, and the *American Automobile Association*. — Cycling. Among the best-known of the innumerable cycling clubs are the *New York Bicycle Club*, the *Harlem Wheelmen*, the *Century Wheelmen*, and the *Arion* (Brooklyn). Wheels may be hired of the dealers along the Boulevard, at the Ocean Parkway (see p. 71), and elsewhere. Races take place on Sat. in summer at Manhattan Beach and at the Berkeley Athletic Track, Morris Dock. — Fishing, for striped bass, blue fish, weak fish, etc., is practised at various points near New York on the coasts of Long Island and New Jersey. Steamers specially built for deep-sea fishing leave New York every morning in the season and lie out at sea all day (see daily papers). — Baseball is played from April to October. The chief professional contests take place in the grounds of the *National League* at Eighth Ave. and 157th St., at the end of the Sixth Ave. El. R. R., and those of the *American League* in Broadway, between 165th and 168th Sts. The Brooklyn National League Nine plays at grounds between 1st and 3rd Sts. See daily papers. — Cricket. The chief clubs are the *Livingston Field*, at Livingston (p. 67); the *Manhattan*, at Prospect Park; the *Paterson*, at Paterson (p. 243); and the *Brooklyn*, at Prospect Park. — Lawn Tennis. The chief clubs are the *New York*, at Washington Heights, the *West Side*, at Morningside Heights, the *King's County*, at Kingston and St. Mark's Avenues, Brooklyn; and the *Macon*, Stuyvesant Ave., Brooklyn. Tennis courts are attached to the various athletic clubs, and there are hundreds of courts in Central Park. From May to Oct. strangers may play in the *Tennis Building*, 41st St., near Seventh Ave. — Racquet & Tennis Club, 27 W. 43rd St., between Fifth and Sixth Aves. — Skating is practised on the lakes in Central Park, Van Cortlandt Park (p. 65), and Prospect Park, at the St. Nicholas Skating Rink, 66th St., near Columbus Ave. (best), and at the Ice Skating Palace (public), cor. of Lexington Ave. and E. 107th St. — Athletics. *New York Athletic Club*, at the corner of Sixth Ave. and 59th St., with grounds and country club-house on Travers Island, Long Island Sound; *New York Turn-Verein* (German gymnastic society), Lexington Ave., cor. of 85th St.; *Columbia University*, with grounds at Williamsbridge; *St. George*, 207 E. 16th St.; *St. Bartholomew*, 209 E. 42nd St.; *Young Men's Christian Association*, with grounds at Mott Haven and several gymnasia (chief club-house at W. 23rd St., p. 40). The *Amateur Athletic Union* has its office at 241 Broadway. — Football is played in autumn by the athletic clubs and colleges. Games between leading colleges are played at New York on the last Thurs. and Sat. of November. — Golf. The chief golf clubs within easy reach of New York include the *St. Andrew's*, at Yonkers (p. 191); the *Ardsley*, at Ardsley (see p. 68); the *Morris County*, at Morristown, N. J.; the *Dyker Meadow*, near Fort Hamilton; the *Knollwood*, near Elmsford; the *Baltusrol*, near Short Hills, New Jersey; the *Meadowbrook*, L. I. (p. 74); the *Shinnecock Hills* (p. 75); the *Tuxedo* (p. 245); the *Oakland*, Bayside, L. I.; the *Westchester*, on Long

Island Sound; and the *Marine & Field*, Bath Beach. There are public links in Pelham Bay, Van Cortlandt, Sunset, and Forest Parks. The secretary of the U. S. Golf Association is Maturin Ballou, 10 Wall St. — SHOOTING. The famous rifle-ranges at Creedmoor, Long Island, 13½ M. from the City Hall, now belong to the New York State militia. There are several gun clubs for 'trap' and pigeon-shooting in New Jersey. — POLO is played mainly at the country clubs (see below).

Clubs. The chief clubs, to which strangers can obtain access only when introduced by a member, are the following: *Manhattan Club*, at the corner of E. 26th St. and Madison Square, see p. 43; *Union League*, Fifth Ave., cor. 39th St., see p. 43 (1880 members); *Union*, 1 E. 51st St. (1500 members; social); *University*, Fifth Ave.. cor. 54th St., for college graduates (3000 members); *Century* (p. 44), 7 W. 43rd St. (literary and artistic; celebrated meetings on the first Sat. of each month); *Metropolitan*, Fifth Ave., cor. 60th St. (the 'Millionnaires' Club'); *Lotos*, 558 Fifth Ave.; *Knickerbocker*, Fifth Ave., cor. 32nd St. (450 members; sporting and fashionable); *Reform*, 233 Fifth Ave. (for those interested in political reforms; 1000 members); *City Club*, 19 W. 34th St. (for those interested in municipal reform); *Merchants' Club*, 108 Leonard St.; *New York* (p. 43), Fifth Ave , cor. 35th St ; *St. Nicholas Club*, 7 W. 44th St. (650 members; confined to descendants of old New York families); *Republican*, 54 W. 40th St. (political); *Democratic*, 617 Fifth Ave. (political); *Authors' Club*, 883 Seventh Ave. (Carnegie Music Hall); *Press Club*, 34 W. 26th St ; *The Players*, 16 Gramercy Park, with interesting pictures and relics and the rooms once occupied by Edwin Booth (1833-1893), maintained as they were left at his death; *Bar Association*, 42 W. 44th St.; *Lawyers' Club*, 120 Broadway; *Grolier Club*, 29 E. 32nd St.; *Calumet Club*, Fifth Ave., cor. 29th St ; *German Club (Deutscher Verein;* p. 45), 59th St., facing Central Park; *Progress Club*, Central Park West, cor. 88th St. (Hebrew); *Harmonie*, 43 W. 42nd St. (Hebrew); *Arion* (p. 48), Park Ave., cor. 59th St. (German and musical); *Freundschaft* (p. 48), Park Ave., cor. 72nd St. (German); *Cercle Français*, 24 W. 26th St.; *Aldine Association*, Fifth Ave.. cor. 18th St. (Consolable Building); *Downtown Association*, 60 Pine St. (these two lunching clubs); *Harvard*, 27 W. 44th St.; *Yale*, 30 W. 44th St.; *Columbia University Club*, 15 E. 26th St.; *National Arts Club*, 113 W. 23rd St.. with quaint restaurant in the style of a Dutch kitchen; *Lambs Club*, 70 W. 36th St.; *Catholic*, 120 Central Park South; *Colonial*, 127 W. 72nd St.; *United Service (Army & Navy)*, 16 W. 31st St.; *Barnard Club*, 883 Seventh Ave. (for men and women); *Eclectic*, a club for women (ec., 65 Central Park West); *Sorosis*. another women's club, meeting monthly at the Waldorf-Astoria; *Women's University Club*, 13 E. 24th St. (receptions on Sat.); *Women's Municipal League* (Sec., 262 Madison Ave.), notable for its share in recent municipal reform. — Among the chief **Country Clubs** near New York are the *Meadowbrook*, Hempstead, L. I. (p. 74); *Rockaway*, Rockaway, L. I. (p. 74); *Westchester*, at Westchester; and *Richmond*, Staten Island (p. 67).

Shops. Libraries. Baths. Churches. Streets. Collections.

Shops (*'Stores'*). Many of the New York shops are very large and handsome, easily bearing comparison with those of Europe. The prices, however, are, as a rule, considerably higher. The chief shopping resorts are Broadway, from 8th to 34th St.; Fifth Ave., from 14th to 42nd St.; Twenty-Third St., between Fifth and Sixth Ave.; Fourteenth St., between Broadway and Sixth Ave.; and Sixth Avenue, from 12th to 23rd St. (the last two localities somewhat cheaper than the others). An evening visit to Grand St., E. of the Bowery (p. 38), will show the shopping of the tenement-districts in full swing. A characteristic feature is formed by the large 'Dry Goods' stores, huge establishments in the style of the Bon Marché in Paris, containing almost everything necessary for a complete outfit. Among these may be mentioned *Arnold, Constable, & Co.*, 881 Broadway, cor. 19th St.; *Lord & Taylor*, 901 Broadway; *Altman*, 295 Sixth Ave.; *John Wanamaker*, Broadway, cor. 10th St.; *Macy*, cor. of 34th St. and Broadway; *Stern*, 32 W. 23rd St.; *McCreery*, 23rd St., near Fifth Ave.;

Daniell, 761 Broadway; *O'Neill*, 327 Sixth Ave.; *Siegel-Cooper Co.*, 296 Sixth Ave.; *Le Boutillier Brothers*, W. 23rd St.

Booksellers. *Charles Scribner's Sons*, 155 Fifth Ave., one of the largest and handsomest book-shops in the world; *G. P. Putnam's Sons*, 27 W. 23rd St.; *Dodd, Mead, & Co.*, 372 Fifth Ave.; *E. P. Dutton & Co.*, 31 W. 23rd St.; *Brentano*, Union Sq., between 15th and 16th Sts.; *Fleming H. Revell Co.*, 156 Fifth Ave.; *E. S. Gorham*, 285 Fourth Ave.; *Lemcke & Buechner*, 812 Broadway (German books); *Dyrsen & Pfeiffer* (late *Christern*), 429 Fifth Ave. (French and other foreign books); *Stechert*, 9 E. 16th St. (German); *Steiger*, 25 Park Place (German). — SECOND-HAND BOOKSELLERS: *Ammon & Mackel* (late Leggatt), 81 Chambers St.; *Harper*, 14 W. 22nd St.; *Smith*, 50 New St.; *Clark*, 174 Fulton St.; *Mendoza*, 17 Ann St.; *Richmond*, 326 Fifth Ave.; *Wright*, 6 E. 42nd St.; *Bonaventure*, 6 W. 33rd St.

Bankers. *Brown Brothers & Co.*, 59 Wall St.; *J. Kennedy Tod & Co.*, 45 Wall St.; *Knauth, Nachod, & Kühne*, 13 William St.; *J. P. Morgan & Co.*, 3 Broad St.; *Lazard Frères*, 10 Wall St.; *J. & W. Seligman & Co.*, 21 Broad St.; *A. Belmont & Co.*, 23 Nassau St.; *Bank of Montreal*, 59 Wall St.; *Bank of British North America*, 52 Wall St.

Baths. Hot and cold baths may be obtained at all the hotels (25 c.-75 c.) and large barbers' shops (25 c.). Turkish and Russian baths ($1^1/_2$-$1^1/_2$) may be obtained at the following: *Hoffman House* (p. 40); *Capes & Ryan*, 18 Lafayette Place; *Hoefer (Ariston)*, cor. Broadway and 55th St.; *Everard*, 30 W. 28th St.; *Produce Exchange*, 8 Broadway; *Haynes*, 41 W. 26th St.; *Women's Club*, 9 East 46th St.; *Euston*, 99 Nassau St.; *Mayer*, 1944 Madison Ave.; *Riverside Baths*, 259 W. 69th St. — *Salt Water Swimming Baths*, at the Battery (25 c., warm 30 c.). There are also several *Free Public Baths*, both on the Hudson and the East River, visited annually by 5-6 million bathers (June-Sept.). The *People's Baths*, 9 Centre Market Place, are also free (separate rooms 5 c.).

Libraries and Reading Rooms. Greater New York contains about 350 more or less public libraries. *New York Public Library* (Astor, Lenox, & Tilden Foundations), see p. 43; *Astor Library*, see p. 38 (9 to 6); *Mercantile Library* (p. 38), on introduction by a member (8-9); *Lenox Library*, see p. 46 (9-6); *Cooper Institute Reading Room* (see p. 38), open free, 8 a.m. to 10 p.m.; *Mechanics' Institute Library*, 16-24 W. 44th St. (100,000 vols.; open 8-8); *Y. M. C. A. Reading Rooms*, free, at 317 W. 57th St., 361 Madison Ave., 5 W. 125th St., etc. (8-10); *Young Women's Christian Association*, 7 E. 15th St. (9-9); *New York Free Circulating Library*, 226 W. 42nd St. and 49 Bond St., with several branches (9-9); *New York Society Library*, 109 University Place, founded in 1754 (100,000 vols.; 9-6, reading-room 9-9; for members only); *Historical Society* (p. 50), for strangers on the introduction of a member (9-6); *Mott Memorial Library* (medical), 64 Madison Ave. (10-5); *New York Hospital Library*, 6 W. 16th St. (medical; 10-5); *Law Institute Library*, Post Office, Rooms 116-122, 4th floor (legal; 60,000 vols.; 9-10); *American Institute Library*, 19 W. 44th St. (agricultural and industrial; 9-6); *Geographical Society*, 15 W. 81st St.; *College Settlement Association*, 95 Rivington St. (Wed., 3.30-5 and 7.30-9; Sat., 10-12). The *Booklovers Library* (944 Broadway) delivers books at the houses of subscribers, in the style of Mudie's Library, London (comp. p. 263). The *Tabard Inn Library* (under the same management), has exchange-stations all over New York. — There are also good libraries at *Columbia University* (p. 62), the *University of New York*, and some of the clubs. — Among the finest **Private Libraries** are those of *Robert Hoe, Dwight E. Church, H. W. Poor, G. W. Vanderbilt, F. R. Halsey, C. C. Kalbfleisch, J. W. Ellsworth, M. C. D. Borden, Beverly Chew, E. B. Holden, J. P. Morgan*, and *H. B. Smith*.

Newspapers. The periodical publications of New York embrace about 50 daily papers, 220 weekly papers and periodicals, and 390 monthly journals and magazines. Among the chief morning papers are the *Herald* (3 c.; Independent), the *Times* (1 c.; Independent), the *Tribune* (3 c.; Republican), the *World* (1 c.; Independent Democratic), the *Sun* (2 c.; Republican), the *American* (1 c.; Democratic), the *Press* (1 c.; Repub. and Protectionist), and the German *Staatszeitung* (3 c.; Independent). The chief evening papers are the *Evening Post* (3 c.; an excellent Independent and

Free Trade organ), the *Mail* (formerly *Mail & Express*; 1c.; Repub.), the evening editions of the *Sun* and *World* (1c. each), the *Telegram* (the evening edition of the Herald; 1c.), the *Journal* (the evening edition of the American; 1c.), and the *Globe* (formerly *Commercial Advertiser*; 1c.; Repub.). Most of the daily papers publish Sunday editions; price 5c. Among the weeklies are the *Nation*, a high-class political and literary journal (10c.); the *Outlook* (10c.); the *Independent* (10c.); *Town & Country* (established by N. P. Willis as *The Home Journal*); *Collier's Weekly*, *Harper's Weekly*, and other illustrated papers; *Life*, *Puck*, *Judge*, and other comic journals; the *Scottish American Journal* (7c.); and numerous technical and professional journals. The leading monthly magazines include the *Century*, *Scribner's*, *Harper's*, the *North American Review*, the *Popular Science Monthly*, *McClure's*, *Munsey's*, *Outing*, *Review of Reviews*, *The World's Work*, *Harper's Bazaar* (for ladies), the *Ladies' Home Journal*, *St. Nicholas* (for children), the *Critic*, the *Bookman*, and the *Cosmopolitan*. The *Forum* is a good quarterly.

Churches. There are in all about 560 churches in New York, of which one-fifth are Roman Catholic. The services in the Protestant churches usually begin at 11 a.m. and 8 p.m. The Sat. papers publish a list of the preachers for Sunday, and information is freely given at the hotels, at the City Mission, Fourth Ave., cor. 22nd St., or at the Y. M. C. A. The following list mentions a few of the chief congregations.

Baptist. *Calvary Church*, W. 57th St., between Sixth and Seventh Ave. (Rev. Dr. McArthur); *Fifth Avenue*, W. 46th St., near Fifth Ave. (Rev. Dr. Johnston); *Judson Memorial*, Washington Sq. (see p. 42); *Madison Avenue*, Madison Avenue, cor. of 31st St. (Rev. Dr. Lorimer).

Christian Science. *First Church of Christ, Scientist*, Central Park West, cor. of 96th St. (opened in 1904).

Congregational. *Broadway Tabernacle*, 119 W. 40th St., pending completion of new church at corner of Broadway and 56th St. (Rev. Dr. Jefferson); *Pilgrim*, Madison Ave., cor. 121st St. (Rev. Frank E. Ramsdell).

Dutch Reformed. *Marble Collegiate*, Fifth Ave., cor. 48th St. (Rev. Dr. Sage Mackay; good music, vocal quartette); *Madison Avenue*, Madison Ave., cor. 57th St. (Rev. Dr. Kittredge).

Friends or Quakers. *Meeting Houses*, E. 15th St., cor. Rutherford Place, and 144 E. 20th St. (Orthodox).

Lutheran. *Gustavus Adolphus Swedish Evangelical*, 150 E. 22nd St. (Rev. Mr. Stolpe); *St. James*, 870 Madison Ave. (Rev. Dr. Remensnyder); *St. Peter's German Evangelical*, 474 Lexington Ave. (Rev. Dr. Moldehnke).

Methodist Episcopal. *Calvary*, Seventh Ave., cor. 129th St. (Rev. Willis P. Odell); *Cornell Memorial*, E. 76th St. (Rev. Chas. P. Tinker); *Madison Avenue*, 659 Madison Ave. (Rev. Dr. Macmullen); *St. Andrew*, W. 70th St. (Rev. J. O. Willson); *St. James*, Madison Ave. (Rev. Allan McRossie).

Presbyterian. *Brick Church*, 410 Fifth Ave. (Rev. Dr. Richards); *Fifth Avenue*, cor. 55th St. (Rev. Dr. Ross Stevenson); *First*, 54 Fifth Ave. (Rev. Dr. Duffield); *Fourth Avenue*, 2-6 Fourth Ave. (Rev. Walter D. Buchanan); *Harlem*, 43 E. 125th St. (Rev. Daniel Russell); *Madison Square*, 506 Madison Ave. (Rev. Dr. Parkhurst); *University Place*, cor. E. 10th St. (Rev. Dr. George Alexander).

Protestant Episcopal. *Cathedral*, see p. 61; *All Souls*, Madison Ave., cor. 66th St. (Rev. Dr. McConnell); *Calvary*, 273 Fourth Ave. (Rev. J. L. Parks); *Grace Church*, 800 Broadway (Rev. Dr. Huntington; see p. 39); *Heavenly Rest*, 551 Fifth Ave. (Rev. Dr. Morgan; see p. 44); *St. Bartholomew*, 348 Madison Ave. (Rev. Dr. Leighton Parks); *St. George*, 7 Rutherford Place (Rev. Dr. Rainsford; see p. 50); *St. Michael*, Amsterdam Ave. (Rev. Dr. Peters; fine stained glass window by Tiffany); *St. Thomas*, Fifth Ave., cor. W. 53rd St. (Rev. E. M. Stires); *Trinity*, Broadway, at the corner of Rector St. (Rev. Dr. Morgan Dix; comp. p. 33); *Ascension*, 36 Fifth Ave. (Rev. Percy S. Grant); *St. Mary the Virgin*, 139 W. 46th St. (a high church, with an elaborate musical ritual and orchestra).

Roman Catholic. *St. Patrick's Cathedral*, Fifth Ave. (see p. 44); *All Saints*, Madison Ave., cor. 129th St.; *St. Francis Xavier*, 36 W. 16th St.; *St. Stephen*, 149 E. 28th St.; *St. Paul the Apostle*, Columbus (Ninth) Ave.,

cor. 59th St.; *St. Gabriel*, 312 E. 87th St.; *St. Agnes*, 143 E. 43rd St.; *Sacred Heart*, 147 W. 51st St.; *St. Joseph*, 59 Sixth Ave. There are several German, French, Italian, and Polish R. C. Churches. Numerous services.

Swedenborgian or New Jerusalem Church at 114 E. 35th St.

Synagogues. *Beth-El*, Fifth Ave., cor. 76th St. (Rev. Dr. Kohler); *Shaarai Tephila*, W. 82nd St. (Rev. Dr. de Mendes); *Temple Emanu-El*, Fifth Ave., cor. 43rd St. (Rev. Dr. Gottheil); *Rodof Sholom*, Lexington Ave., cor. 63rd St. (Rev. R. Grossmann); *Shearith Israel*, Central Park West, cor. 70th St. (Rev. H. P. Mendes).

Unitarian. *All Souls*, Fourth Avenue, cor. 20th St. (Rev. T. R. Slicer); *Messiah*, 61 E. 34th St. (Rev. Dr. Robert Collyer and Rev. Dr. Minot J. Savage).

Universalist. Church of the Divine Paternity, Central Park West, cor. 76th St. (Rev. Dr. Frank O. Hall).

Among the chief churches for *Coloured Persons* are *St. Benedict the Moor's* (R. C.), Eighth Ave., cor. of W. 53rd St., and the Methodist Episcopal Churches of *Zion* (351 Bleecker St.) and *Bethel* (230 W. 25th St.).

The headquarters of the *Salvation Army* are at 120 W. 14th St.

The *Society for Ethical Culture* (Dr. Felix Adler) meets in Carnegie Hall, Seventh Ave., cor. of 57th St.

The Greater New York Fire Department has its headquarters at 157 E. 67th St. The force, which consists of upwards of 2700 men, with 136 engine companies (including six fire-boats) and 44 hook and ladder companies, is under the supervision of a Fire Commissioner, with a Deputy Commissioner at Brooklyn (265 Jay St.). Its annual cost is about $ 5,000,000 (1,000,000*l.*), and it has to deal yearly with 8500-9000 fires. The service and equipment are excellent, and the engine-houses and fire-boats (headquarters at Battery Park) are interesting. The *Insurance Patrol*, maintained by the Board of Fire Underwriters, co-operates with the firemen in extinguishing fire, besides devoting itself to the special work of rescuing and guarding property.

Streets. Above 13th St. the streets of New York are laid out very regularly and cross each other at right angles, the chief exception being the old thoroughfare of Broadway, which crosses the island diagonally from S.S.E. to N.N.W. The streets in the lower part of the island are generally named after colonial worthies. Higher up those running across the island from E. to W. are numbered consecutively from 1 up to 225, while those running N. and S. are named Avenues and numbered from 1 to 12. In the widest part of the island, to the E. of First Avenue, are the additional short avenues A, B, C and D, while higher up, between Third and Fourth and between Fourth and Fifth Avenues respectively, are Lexington Avenue and Madison Avenue. To the N. of 59th St. the continuations of 8th, 9th, 10th, and 11th Avenues are known respectively as Central Park West, Columbus Ave., Amsterdam Ave., and West End Ave. The numbers in the avenues begin at the S. and run towards the N. Twenty blocks average 1 M. Above 8th St. the cross-streets are known as E. and W. with reference to their position to Fifth Ave., and their numbers begin at this avenue and run E. and W. A new hundred is begun at each avenue. The avenues are usually 100 ft. wide, and the cross streets 60-100 ft. The names of the streets are generally given on the corner lamp-posts. Those of foreign origin are usually anglicized in pronunciation (*e.g.* Desbrosses St., pron. Dess-bross-es St.). New Yorkers often omit the word 'street' after the name of a street; thus one will give his address as 'corner of 5th Ave. and 57th'; while the conductor of the Elevated Railroad will announce a station as 'Grand' or '23rd.'

Police Stations. The *Central Police Station and Office of the Commissioners of Police* is at 300 Mulberry St., and the city of Greater New York is divided into 80 precincts, each with its police station. The police force consists of about 7800 patrolmen, 'roundsmen', and officers, of whom about 5500 belong to Manhattan or New York proper. The 'Broadway Squad' consists of specially fine-looking men. Many policemen in the uptown and outlying districts are mounted on horses or bicycles.

Books of Reference. Among recent guidebooks to New York are the 'Standard Guide to New York' (25 c.) and 'Rand & McNally's Handy

Guide to New York', by *Ernest Ingersoll* (25 c.). *Appletons'* 'Dictionary of New York' (25 c.) is in the style of Dickens' 'Dictionary of London'. *Moses King's* 'Views of New York City' illustrates 400 of the chief points of interest (1903; in paper 50 c., in cloth $ 1). *Theodore Roosevelt's* 'New York', in the Historic Town Series ($ 1.25), is an extremely interesting little volume. See also 'Literary New York', by *Chas. Hemstreet* (1904). The *Brooklyn Daily Eagle Almanack* is packed with useful information about Greater New York. Addresses can be found in *Trow's Directory*, which may be consulted at any drug-store or hotel-office.

British Consulate, 17 State St. (Pl. A, 3); Consul General, *Sir Percy Sanderson, C. M. G.*

Collections. The following is a list of the principal Exhibitions, Collections, etc., with the hours at which they are open.

Aquarium, Castle Garden (p. 30), open free, daily, 10-4 (on Mon. & Thurs., 1-4).
Assay Office, United States (p. 32), open daily, 10-2 (Sat. 10-12); free.
Botanical Garden (p. 66), daily, free.
City Hall (p. 34), daily, 10-4; free.
Custom House, United States (p. 32; comp. p. 31), daily, 10-2; free.
Geological Museum at *Columbia University* (p. 62), daily, 10-4; free.
Grant's Tomb (p. 63), daily, till dusk; free.
Libraries. Astor (p. 38), daily, free; *Mercantile* (p. 38), daily, free; **Lenox* (p. 46), daily, free, 9-6, upper floor 9-5 (closed on Sun. & holidays); *Columbia* (p. 62), daily, 8-10, free.
Madison Square Garden (pp. 19, 49). Visitors admitted to the tower (*View), daily, 10-6; 25c.
**Metropolitan Museum of Art* (p. 54), daily, 10 to dusk; on Mon. and Frid. 25 c., at other times free; also on Mon. and Frid. 8-10 p.m., and on Sun. afternoon.
Museum for the Arts of Decoration, Cooper Union (p. 38), daily, except Sun. and Mon., 9.30-5; free.
**Natural History, Museum of* (p. 52), daily, 9-5; Mon. & Tues. 25 c., other days free.
New York Historical Society (p. 50); daily, on introduction by a member (closed in Aug.).
Picture Galleries. See *Metropolitan Museum*, *Lenox Library*, and *New York Historical Society*.
Produce Exchange (p. 31); daily; visitors admitted to the balcony; business-hours, 9-4; free.
**St. Patrick's Cathedral* (p. 44); all day; frequent services.
Stock Exchange (p. 33); business-hours, 10-3; visitors admitted to the gallery by ticket signed by a member; free.
Sub-Treasury of the United States (p. 32); daily, 10-3; free (vaults shown to visitors introduced to the Assistant Treasurer).
**Trinity Church* (p. 33); open all day.
World Office (p. 35); visitors admitted to the Dome (*View), 8.30-6; 5 c.
Zoological Garden (p. 66), daily; free.

Principal Attractions. **Metropolitan Art Museum* (p. 54); **Natural History Museum* (p. 52); **St. Patrick's Cathedral* (p. 44); **Lenox Library* (p. 46); *Walk or drive in *Broadway* (p. 31) and *Fifth Avenue* (p. 42). **Central Park* (p. 51); **Brooklyn Suspension Bridge* (p. 36); *Williamsburg Bridge* (p. 37); **Riverside Drive* (p. 62); *Grant's Tomb* (p. 63); *Soldiers and Sailors Monument* (p. 63); **Columbia University* (p. 62); *High Bridge* (p. 64); *Washington Bridge* (p. 65); *Stock Exchange* (p. 33); **Trinity Church* (p. 33); *Tiffany* and *Vanderbilt Houses* (pp. 49, 45); *Grace Church* (p. 39); the *Appellate Court* (p. 40); the *Flat-iron Building* (p. 40); the *Zoological Garden* (p. 66); the *Speedway* (p. 64); **Harbour* (p. 28); *Ninth Avenue Elevated Railroad* at 110th St. (p. 13); *Views from the *Produce Exchange* (p. 31), the *World Office* (p. 35) the *Park Row Building* (p. 35), the *Equitable Building* (p. 34), the *Commercial Cable Building* (p. 34), the *New York Life Building* (p. 38), the *Tract Society Building* (p. 35), *Statue of Liberty* (p. 3), or *Madison Square Garden* (p. 49). — In summer the visitor should take a trip in the 'Seeing New York' yacht (p. 17) or in one of the *Starin Excursion*

Steamers, which start at the foot of Cortlandt St., almost hourly, and proceed round the Battery, up the E. River, and through Hell Gate and Long Island Sound to Glen Island (p. 88), affording a good idea of the configuration of Manhattan Island and of the traffic in the harbour and rivers (return-fare 40 c.).

Greater New York, constituted by charter in 1897, is the largest and wealthiest city of the New World, and inferior in population, as also in commercial and financial importance, to London alone among the cities of the globe. It is situated on New York Bay, in 40° 42′ 43″ N. lat. and 74° 0′3″ W. long. It consists of the boroughs of *Manhattan*, *The Bronx*, *Brooklyn*, *Queens*, and *Richmond*, which have a joint area of 320 sq. M. and an aggregate population (1900) of 3,437,400, of whom 1,270,080 (37 per cent) were foreign-born. Its extreme length (N. and S.) is 35 M., its extreme width 19 M. *Manhattan* or *New York* proper, with 1,850,930 inhab., consists mainly of *Manhattan Island*, a long and narrow tongue of land bounded by the *Hudson* or *North River* on the W. and the *East River* (part of *Long Island Sound*) on the E., and separated from the mainland on the N. and N.E. by the narrow *Harlem River* and *Spuyten Duyvil Creek*; but also includes several small islands in New York Bay and the E. River. Manhattan Island is 13 M. long, and varies in width from about $^1/_4$-$^1/_2$ M. (at its extremities) to $2^1/_2$ M., the general width being about $1^3/_4$-2 M. It is very rocky, the chief formations being gneiss and limestone; and except in the S. portion, which is covered with deep alluvial deposits, a great amount of blasting was necessary to prepare sites for houses and streets. For about half of its length from the S. it slopes on each side from a central ridge, and at the upper end the ground rises precipitously from the Hudson to a height of 240 ft. (Washington Heights), descending rapidly on the E. side to the Harlem Flats. The *Borough of the Bronx* (200,507 inhab.) comprises a portion of the mainland beyond the Harlem River, extending on the N. to a point about 5 M. beyond the limits of the map at p. 66, and also several small islands in the East River and Long Island Sound. Manhattan and The Bronx together form what has hitherto been known, and is still known in ordinary parlance, as the City of New York. This, except when otherwise indicated, will be the meaning of 'New York' in the following pages. The *Borough of Brooklyn* (1,166,582 inhab.), hitherto an independent city, is described in R. 3. The *Borough of Queens* (152,999 inhab.) comprises part of Queens County on Long Island, including *Flushing* (p. 75), part of *Hempstead*, *Jamaica*, *Long Island City* (p. 73), and *Newtown*. Its outer boundary is $1^1/_2$-$2^1/_2$ M. to the E. of the map at p. 66. The *Borough of Richmond* (67,021 inhab.) is conterminous with *Staten Island* (p. 67).

The population of New York in 1890, according to the government census, amounted to 1,515,301; that of the various districts now constituting Greater New York was about 2,500,000. In 1699 New York contained only about 6000 inhab. and in 1776 about 22,000 (comp. p. 29); and at the first United States census (1790) it had 33,131. In 1800 the population was

60,515; in 1820, 123,706; in 1840, 312,710; in 1860, 813,669; and in 1880, 1,206,299. Jersey City (p. 67), Hoboken (p. 67), and other New Jersey suburbs, though in a different state, practically form part of the one huge city on New York Bay, and would add upwards of 400,000 to the population given above. The population is composed of very heterogeneous elements, including about 275,000 Irish, 325,000 Germans, 290,000 English and Scottish, 145,000 Italians, 155,000 Russians, 70,000 negroes, and 10,000 Chinese. A large proportion are Roman Catholics. The death-rate is about 18 per 1000.

Greater New York is governed by a Mayor and a Municipal Assembly consisting of two chambers. At the head of each of the separate boroughs is a President. The assessed valuation of taxable property in Greater New York is about $ 4,800,000,000; its annual revenue is about $ 100,000,000. Its debt ($ 300,000,000) is about 15 per cent greater than that of London. The daily water supply amounts to 285,000,000 gallons. Other statistics show that Greater New York contains 170,000 buildings, 2500 M. of streets (1800 M. paved), 7000 acres of parks and open spaces, 1550 M. of sewers, 470 M. of tramways, and 66 M. of elevated railways. A site on lower Broadway has brought as much as $ 270 (54*l.*) per square foot, and some sites are held at a still higher rate.

The lower and older part of New York is irregularly laid out, and many of the streets are narrow and winding. The old buildings, however, have been almost entirely replaced by huge new piles of offices, banks, and warehouses. This part of the city is entirely given up to business and is the chief seat of its vast commercial enterprise and wealth. Above 13th St. New York is laid out with great regularity (arrangement of the streets, see p. 25), but the precipitous banks of the Hudson at the N. end of the island (comp. p. 64) have necessitated some deviation from chessboard regularity in that district. Nearly the whole of Manhattan Island, as far as 155th St., is now covered with streets and buildings, but much of the narrow part of the island beyond that point and a still larger proportion of The Bronx (p. 65) have not yet been built over. The names of many of the villages absorbed by the growth of the city still cling to the districts here (Manhattanville, Harlem, Washington Heights, Morrisania, etc.). In proportion to its size New York is, perhaps, somewhat poorly furnished with open spaces, but Central Park (p. 51) is one of the finest parks in the world, and ample open spaces have been reserved beyond the Harlem River (comp. p. 65). The handsomest streets and residences are generally near the centre of the island, the most fashionable quarters being Fifth Avenue, Madison Avenue, and the portions of the cross-streets contiguous to these thoroughfares. The islands in the harbour belong to the U. S. Government, while those in the E. River are occupied by charitable and correctional institutions belonging to the city. New York is connected with Brooklyn by two fine bridges (p. 36, 37), and two others are building; various schemes for tunnelling the Hudson are now also in progress or in contemplation. Several bridges cross the Harlem River.

***New York Harbour** (comp. p. 3) is one of the finest in the world, affording ample accommodation and depth of water for the largest vessels. The *Upper Bay* or *New York Harbour Proper*,

8 M. long and 4-5 M. wide, is completely landlocked and contains several islands. It communicates through the *Narrows* (p. 2) with *Lower New York Bay*, which is protected from the ocean by a bar running N. from Sandy Hook in New Jersey (18 M. from the Battery) towards Long Island. The bar is crossed by two channels, admitting vessels of 25-30 ft. draught. At the Battery the harbour divides into two branches: the *Hudson* or *North River* to the left and the *East River* to the right. The latter is really a tidal channel connecting New York Bay with Long Island Sound. Manhattan Island, between the two rivers, has a water-front of about 30 M., all of which is available for sea-going vessels except about 5 M. on the Harlem River (comp., however, p. 65; water front of Greater New York about 350 M.). On the other side of the North River, here about 1 M. wide, lies the *State of New Jersey*, with the cities of Jersey City, Hoboken, etc. (comp. p. 67; ferries, see p. 17). To the E. of East River is *Long Island*, with Brooklyn and Long Island City (comp. R. 3). The shipping is mainly confined to the North River below 23rd St., and to the East River below Grand St. The former contains the docks of the Transatlantic lines, some of which are on the New Jersey side. A walk along South St. shows the shipping in the East River, representing a large proportion both of the foreign and domestic trade of New York. Both rivers are alive with ferry-boats. A pleasant feature of the water-front is formed by the *Pier Gardens* or *Recreation Piers*, intended as winter and summer resorts for the inhabitants of the poorer riverside districts. For the islands, Hell Gate, etc., see pp. 2, 3, 66, 87.

History. Manhattan Island and the mouth of the Hudson are said to have been visited by the Florentine Verrazzani in 1524, but the authentic history of New York begins with the exploration of *Henry Hudson* in 1609 (see p. 187). The first permanent settlement on Manhattan Island was made by the Dutch West India Co. in 1624, and the first regular governor was *Peter Minuit*, a Westphalian, who bought the island from the Indians for 60 guilders (about $ 25 or 5*l*.). The little town he founded was christened *New Amsterdam* and by 1650 had about 1000 inhabitants. The citizens established farms, traded for furs with the Indians, and entrenched themselves in fortifications, the N. limit of which coincided with the present line of Wall St. (p. 32). *Peter Stuyvesant*, the last of the four Dutch governors, arrived in 1647. In 1664 the town was seized, in time of peace, by the English under *Col. Nicholls*, and though retaken by the Dutch in 1673, it passed permanently into English possession by treaty in the following year. The first regular English governor was *Sir Edmund Andros*. The name of the town was changed to *New York* in honour of the Duke of York, to whom his brother, Charles II., had granted the entire province. Among the chief incidents in the Anglo-Colonial period were the usurpation of *Leister*, leader of the progressive party, in 1689-91, and the *Negro Insurrection* in 1741, the coloured slaves forming at this time not far short of half the population. In 1765 the delegates of nine of the thirteen colonies met in New York to protest against the Stamp Act and to assert the doctrine of no taxation without representation; and the first actual bloodshed of the Revolution took place here in 1770 (six weeks before the Boston Massacre, p. 99), in a scuffle with the soldiers who tried to remove the 'Liberty Pole' of the Sons of Liberty. At this time New York had about 20,000 inhab. (less than either Boston or Philadelphia); and the Ratzer

Map of 1767 shows that the town extended to the neighbourhood of the present City Hall Park (p. 34). The town was occupied by Washington in 1776, but after the battles of Long Island and Harlem Heights (see p. 61) the Americans retired, and New York became the British headquarters for seven years. The British troops evacuated the city on Nov. 25th, 1783. From 1785 to 1790 New York was the seat of the Federal Government, and it was the State capital down to 1797. *Hamilton*, *Jay*, and *Burr* were among the prominent men of this period. At the beginning of the 19th century the city had 60,000 inhab., and since then its growth has been very rapid, the tide of immigration setting in powerfully after the war of 1812, in which New York suffered considerably from the blockade. In 1807 the first steamboat was put on the Hudson (see p. 187), and in 1825 a great impulse to the city's commerce was given by the opening of the Erie Canal (p. 197). The Harlem Railway dates from 1831; the Elevated Railroad from 1867; gas-lighting from 1825; the use of electricity for illumination from about 1881. In the Civil War New York sent 116,000 men to the Federal armies, but in 1863 it was the scene of a riot in opposition to the draft, which cost 1000 lives. For several years the city suffered under the machinations of the so-called '*Tweed Ring*', which had gained control of the municipal government; but in 1872 'Boss' Tweed and several of his fellow-conspirators were convicted of embezzlement of public funds and imprisoned. In March, 1888, New York was visited by a terrible 'blizzard', or storm of wind and snow, which cut off all communication with the outside world for several days, causing many deaths and much suffering. In 1890 a Commission was appointed by the State Legislature to inquire into the expediency of the consolidation of New York with Brooklyn and other contiguous towns and cities. In 1896 the act to make this consolidation became law, and in 1897 the charter of Greater New York (p. 27) was finally passed. — *Washington Irving* (1783-1859) was a native of New York.

Commerce and Industry. The importance of New York as a commercial centre is shown by the fact that fully 50 per cent. of the entire foreign trade of the United States is carried on through its port. In the year ending June 30th, 1903, the value of foreign imports and exports was $ 1,124,556,712 (224,911,342 *l.*). In 1903 the harbour was entered by 3830 vessels, of 9,050,523 tons, and cleared by 3683, of 8,747,370 tons. The duties collected on imports amounted to $ 183,132,707. About four-fifths of the immigrants into the United States land at New York, the number in the year ending June 30th, 1903, being 631,885. The manufactures of New York, though relatively less important than its commerce, are very varied and extensive, producing in 1900 goods to the value of $ 1,371,358,468 (274,271,693 *l.*) and employing 462,763 hands.

The S. extremity of the island on which New York stands is occupied by the BATTERY (Pl. A, 3), a pleasant little park, 20 acres in extent, commanding a good view of the harbour but now somewhat marred by the intrusion of the elevated railroad. It takes its name from the old *Fort Amsterdam* (see p. 31) erected here by the early Dutch settlers and was long the fashionable quarter for residences. The park contains a statue of *John Ericsson* (1803-89), the inventor, by J. Scott Hartley, erected in 1893. The large circular erection on the W. side is *Castle Garden*, formerly the landing-place and temporary quarters of immigrants, which have now been transferred to Ellis Island (p. 3). It was at one time a concert-hall, where Jenny Lind made her first appearance in America (1850). It is now fitted up as the **New York Aquarium** (adm., see p. 26; catalogue 10 *c.*; 1,700,453 visitors in 1902), which contains a fine collection of fish and marine animals in several large pools in the floor and more than

Wagner & Debes' Geogl. Establ. Leipzig.

100 tanks. Among the chief objects of interest are the manatee or sea-cow, the seals, the giant turtles, and the tropical fish. — The *United States Barge Office*, a tasteful building with a tower 90 ft. high, a little to the E., is an appendage of the custom-house. At the corner of West St. is the *Whitehall Building* (Pl. A, 3; 20 stories high). The steamers for Liberty Island (see p. 3) and Staten Island (p. 66), and also several Brooklyn ferries, start from the Battery.

On the N. the Battery is adjoined by the Bowling Green (Pl. A, 3), the cradle of New York, a small open space, with a statue of *Abraham de Peyster* (1657-1728), by G. E. Bissell, in the middle. It is enclosed by the Washington Building (p. 32; W.), the new Custom House (S.), and the Produce Exchange (see below; E.).

The Custom House, a large quadrangular granite building, in the French Renaissance style, designed by *Cass Gilbert*, begun in 1902, and still unfinished, occupies the site of *Fort Amsterdam* (p. 30; memorial tablet on one of the walls). The façade towards Bowling Green is to be adorned with colossal groups of Europe, Asia, Africa, and America, and with 12 heroic figures representing the great sea-powers.

Fort Amsterdam, which included the governor's house and a chapel, was built in 1626 and demolished in 1787. A statue of George III., which formerly stood here, was pulled down on the day of the Declaration of Independence (July 4th, 1776) and melted into bullets. The Washington Building (p. 32) is on the site of the house erected in 1760 by Archibald Kennedy, Collector of the Port of New York, and afterwards occupied by the British generals Cornwallis, Howe, and Clinton (memorial tablet). It was here that Benedict Arnold, also occupying a house on the Green, carried on his negotiations with the last-named. The railing round the Bowling Green circle dates from before the Revolution.

In Whitehall Street, behind the Custom House, is the Produce Exchange (Pl. A, 3), a huge brick and terracotta structure in the Italian Renaissance style, containing numerous offices and a large hall (1st floor), 220 ft. long, 144 ft. wide, and 60 ft. high (adm., see p. 26). The tower, 225 ft. high, commands a fine *View of the city and harbour (elevator).

Whitehall Street, containing the *U. S. Army Building*, leads hence to the S.E. to the South, Hamilton, and 39th St. ferries to Brooklyn (p. 17). A little to the E., at the S.E. corner of Broad St. and Pearl St., is what remains of the old *Fraunces Tavern*, where Washington took farewell of his officers in 1783. No. 73, Pearl St., was the first Dutch tavern, afterwards the Stadhuys or City Hall (tablet).

At the Bowling Green begins **Broadway**, the chief street in New York, extending hence all the way to Yonkers (p. 191), a distance of 19 M. Up to 33rd St., Broadway is the scene of a most busy and varied traffic, which reaches its culminating point in the lower part of the street during business-hours. This part of the street is almost entirely occupied by wholesale houses, insurance offices, banks, and the like; but farther up are numerous fine shops ('stores'). Broadway is no longer, as in the Dutch colonial days of its christening, the broadest street in New York, but it is still the most important. The number of immensely tall office-buildings with which

it is now lined give it a curiously cañon-like appearance as we look up it. No. 1 Broadway, to the left, is the above-mentioned *Washington Building*, a lofty pile of offices erected by Mr. Cyrus W. Field, of ocean cable fame. It is adjoined by the still loftier *Bowling Green Building* (16 stories), designed by English architects and built with English capital. Other conspicuous business premises in the lower part of Broadway are the large *Welles* and *Standard Oil Co. Buildings* (to the right, Nos. 18, 26), the *42 Broadway Building* (right; 20 stories; 1050 offices), and *Aldrich Court* (Nos. 43-45; left), on the site of the first habitation of white men on Manhattan Island (tablet of the Holland Society). Opposite the last is the *Tower Building* (No. 50), 185 ft. high and only 25 ft. wide. A little higher up, to the right, at the corner of Exchange Place, are the *Exchange Court Building*, with large and excellent bronze statues of Stuyvesant, Clinton, Hudson, and Wolfe, by J. Massey Rhind, and the *Consolidated Stock and Petroleum Exchange* (visitors admitted to the gallery). At Nos. 64-68 (right) is the tall light sandstone building of the *Manhattan Life Insurance Co.*, the tower of which is 360 ft. high (fine view of the city, harbour, etc.). To the left, at the corner of Rector St., is the imposing *Empire Building* (20 stories), the hall of which forms a busy thoroughfare between Broadway and the Rector St. 'El' station. This brings us to *Trinity Church* (p. 33), opposite which is *Wall Street* (see below).

Wall Street (Pl. A, 3), diverging from Broadway to the right, is the Lombard Street of New York, 'the great nerve centre of all American business', and 'the financial barometer of the country', where 'finance and transportation, the two determining powers in business, have their headquarters'. The street, which follows the line of the walls of the Dutch city, consists mainly of a series of substantial and handsome banks and office-buildings. To the left, one block from Broadway, at the corner of Nassau St., is the *Manhattan Trust Building*, 270 ft. high. At the opposite corner of the same street stands the **United States Sub-Treasury** (Pl. A, 3; adm., see p. 26), a marble structure with a Doric portico, approached by a flight of steps bearing a large bronze statue of *George Washington*, by J. Q. A. Ward, erected in 1883. The building occupies the site of the old *Federal Hall*, in which the first U.S. Congress was held and Washington was inaugurated as President. Next to the Sub-Treasury is the *U.S. Assay Office* (adm., p 26), where strangers may see the processes of assaying and refining the crude bullion. Opposite, at the corner of Broad St. (p. 33), is the *Drexel Building*, a white marble structure in the Renaissance style (headquarters of J. Pierpont Morgan). No. 41, with its façade in Exchange Place (p. 33), is the *Wall Street Exchange*, with 25 stories. Farther along Wall St., at the corner of William St., is the present **U.S. Custom House** (Pl. A, 3), a massive pile of dark-coloured granite, with an Ionic colonnade (columns 38 ft. high). The interior consists of a huge rotunda, covered by a dome supported by eight enormous columns of Italian marble, with elaborate Corinthian capitals. For the new Custom House, see p. 34; the old Custom House has been bought by the National City Bank. — On the right between Hanover St. and Pearl St. (with the *Cotton Exchange*), is the *Sampson Building*, and opposite (left) is the *Tontine Building*. At the junction of Wall, Pearl, and Beaver Sts. rises the *Beaver Building*, a 'flat-iron' (comp. p. 40) office-building of 15 stories, erected in 1903-4. Wall St. then crosses *Water St.* and *Front St.*, and ends at *South St.* and the ferry to Montague St., Brooklyn.

Broad St., a busy street leaving Wall St. opposite the Sub-Treasury, contains the *Stock Exchange (Pl. A, 3), a white marble building to the right, by George B. Post, completed in 1903, with other entrances in Wall St. and New St. Strangers, who are admitted to a gallery overlooking the hall (comp. p. 26), should not omit a visit to this strange scene of business, tumult, and excitement, a wilder scene probably than that presented in any European exchange (businesshours 10-3). The value of railway and other stocks dealt with here daily often amounts to $ 30,000,000 (6,000,000*l.*), besides government bonds. As much as $ 82,000 (16,400*l.*) has been paid for a seat in the New York Stock Exchange, and 6000*l.* is the present value. There are about 1200 members. — Opposite the Exchange, adjoining the Drexel Building (see p. 32), is the *Mills Building*, one of the first of New York's great office-buildings (1882), now somewhat dwarfed by the modern 'skyscraper'. At the S.E. corner of Broad St. and Exchange Place is the *Broad-Exchange Building*, a 20-story structure, 276 ft. high. The *Commercial Cable Building*, with its two domes, is 317 ft. high (view from the roof; pass from the Superintendent). Broad St. ends at South St., a little to the N.W. of the Battery (p. 30).

Nassau St., running N. from Wall St., opposite Broad St., contains the office of the *Mutual Life Insurance Co.* (Pl. A, B, 3), one of the handsomest business structures in New York, but not seen to advantage in this narrow street. A tablet commemorates the fact that this was the site of the Middle Dutch Church (1727). At the corner of Pine St. is the *Hanover Bank Building* (22 stories), completed in 1903; and at the corner of Cedar St. is the *National Bank of Commerce*, 270 ft. in height. — In Cedar St., between Nassau St. and Broadway, is the handsome building of the *New York Clearing House Association*, the business of which averages $ 240,000,000 daily and amounts to $ 70,000,000,000 (15,000,000,000*l.*) per year. The largest daily transaction on record (May 10th, 1901) amounted to $ 622,410,525. — In Liberty St., the next cross-street above Cedar St., is the new building of the *New York Chamber of Commerce*, the oldest commercial corporation in the United States (1770); it was designed by J. B. Baker and consists of white marble on a granite base, with Ionic columns and statues of De Witt Clinton, John Jay, and Alex. Hamilton on the façade (1903).

On the W. side of Broadway, opposite the beginning of Wall St., rises *Trinity Church (Pl. A, 3; comp. p. xciv), a handsome Gothic edifice of brown stone, by *R. M. Upjohn*, 192 ft. long, 80 ft. wide, and 60 ft. high, with a spire 285 ft. high (view; permit from rector necessary). The present building dates from 1839-46, but occupies the site of a church of 1696. The church owns property to the value of, perhaps, 2,000,000*l.*, producing an income of 100,000*l.*, used in the support of several subsidiary churches and numerous charities (comp. p. 198).

The Interior (adm., see p. 26), dimly lighted by stained glass, affords a strange contrast to the bustling life of Broadway. The chancel is at the W. end. The altar and reredos, built as a memorial of William B. Astor, are handsomely adorned with marble and mosaics. The bronze doors are a memorial of John Jacob Astor. In the so-called 'Bishops' Room' is the cenotaph of *Bishop Onderdonk*; in the vestry is the white marble monument of *Bishop Hobart* (1775-1830). — In the N.E. corner of the Churchyard is a Gothic *Monument* in memory of American patriots who died in British prisons during the Revolution. Adjacent is a bronze statue of *Judge Watts*, Recorder of New York under the British, erected in 1892. By the S. railing of the churchyard is the grave of *Alexander Hamilton* (d. 1804; tomb with pyramidal top). *Robert Fulton* (d. 1815), the father of the steamboat, lies in the vault of the Livingston family, near the S. side of the chancel. Close to the S.E. corner of the church is the monument of *Capt. Lawrence*, slain in 1813 in his gallant defence of the 'Chesapeake' against the British frigate 'Shannon'. Among the other tombs

are those of the ill-fated *Charlotte Temple*(?), *Albert Gallatin* (Secretary of the Treasury 1801-13), *Gen. Phil. Kearney* (d. 1862), and *Wm. Bradford* (d. 1752), printer of the first New York newspaper. The oldest stone is dated 1681.

Just above Trinity Church is the *Trinity Building* (to be rebuilt on an enormous scale) and nearly opposite are the **Union Trust Co.* (No. 80 Broadway), one of the best architectural efforts of its kind in the United States, and the 23-story building of the *American Surety Co.* (cor. Pine St.; 306 ft. high), the latter containing the *United States Weather Bureau* ('Old Probabilities'). On the same side, between Pine St. and Cedar St., is the office of the **Equitable Life Insurance Co.* (Pl. B, 3), with a well-equipped interior (1500 tenants; enormous vaults of the Mercantile Safe Deposit Co., with 16,000 safes; view from roof). Several other huge buildings, among them that of the *Western Union Telegraph Co.* (No. 195; left) and the *Broadway-Maiden-Lane Building* (18 stories; right), are passed ere we reach Fulton St.

Fulton Street (Pl. B, 2-4), one of the busiest streets in New York, leads E. to *Fulton Market* (fish, oysters, etc.) and *Fulton Ferry* (for Brooklyn) and W. to *Washington Market*, which should be visited for the sake of its wonderful display of fruit, vegetables, and other provisions.

At the S.E. corner of Fulton St. is the red brick building of the *Evening Post* (long edited by Wm. C. Bryant), at the S.W. corner rises the tall and narrow office of the *Mail & Express*), and at the N.E. corner is the *National Park Bank* (new façade, 1904). — Just above, on the right side of Broadway, is the lofty *St. Paul Building* (cor. of Ann St.), with its 26 stories (308 ft. high). Opposite is **St. Paul's Church** (Pl. B, 3), the oldest church-edifice in New York (1756).

The graveyard contains some interesting monuments (*Emmet*, the Irish patriot, monument to the S.E. of the church; *G. F. Cooke*, the actor), and in the portico at the E. end of the church (next Broadway) there is a memorial of *General Montgomery*, who fell at the storming of Quebec in 1775. The positions of the square pews in which George Washington and Governor Clinton used to sit, in the N. and S. aisles, are marked by tablets on the walls.

Broadway now reaches the S. end of the open space known as *City Hall Park* (Pl. B, 3), the site of the ancient 'Commons' or pasturage, in and around which stand several important buildings. In the apex between Broadway and *Park Row* (p. 35) is the **Post Office,** a large Renaissance building, with a mansard roof, completed in 1875. Its four façades are respectively 290, 340, 130, and 230 ft. long. On the third and fourth floors are the *United States Courts.* About 5000 men are employed in the New York Post Office, and nearly 1,000,000,000 letters and other postal packets are annually dealt with (comp. p. 17). — Behind the Post Office, to the N., is the —

***City Hall** (adm., see p. 26), containing the headquarters of the Mayor of Greater New York and other municipal authorities. It is a well-proportioned building in the Italian style, with a central portico, two projecting wings, and a cupola clock-tower. The architect

was *John McComb*. The rear was built of free-stone, as it was supposed at its erection (1803-12) that no one of importance would ever live to the N. of the building.

The *Governor's Room* (open to visitors, 10-4), used for official receptions, contains the chairs used in the first U.S. Congress, the chair in which Washington was inaugurated as President, the desk on which he wrote his first message to Congress, Jefferson's desk, and other relics. Among the portraits are those of Hamilton, Lafayette, and several governors of New York. Jefferson is commemorated by a statue. The *Council Chamber* contains a large portrait of Washington, by Trumbull.

To the N. of the City Hall is the **Court House** (Pl. B, 3; 1861-67), a large building of white marble, with its principal entrance, garnished with lofty Corinthian columns, facing Chambers St. The interior, which contains the State Courts and several municipal offices, is well fitted up. The building, owing to the scandalous 'Ring Frauds' (p. 30), cost 12 million dollars (2,400,000*l.*). Opposite the Court House, in Chambers St., are various *City Offices*. These include the new **Register's Office** or **Hall of Records** (Pl. B, 3), a handsome building in the French Renaissance style, erected at a cost of $ 6,000,000. It is faced with granite and is to be adorned with symbolical groups of sculpture. The main entrance is adorned with sculptures and mosaics; and the interior will also be elaborately decorated. — To the S.W. of the City Hall, facing Broadway, is a **Statue of Nathan Hale* (1755-76), a victim of the Revolution, by Macmonnies (1893).

The present downtown terminus of the *New York Subway* is at City Hall Park (comp. p. 14).

Park Row (Pl. B, 3), bounding the S.E. side of the City Hall Park, contains the offices of many of the principal New York newspapers, which rank among the largest and most imposing buildings in the city. Perhaps the most solid and satisfactory is the present office of the *New York Times*, by Geo. B. Post, in light-coloured stone, with round-headed windows; the entrance, however, is disproportionately small (new building, see p. 41). Next to it (to the N.) is the *Tribune Building*, of red brick with white facings and a clock-tower 285 ft. high. The *Pulitzer Building*, with the *World Office*, of brown stone, with a dome, is the tallest and largest of all, and a splendid *View of New York is obtained from the dome (310 ft.; elevator; height to apex of lantern 375½ ft.). The *Potter Building*, containing the office of the *New York Press*, forms one block with the *Times* building. The tall structure overtopping the latter is the building of the *American Tract Society*, situated at the corner of Nassau and Spruce Sts. (23 stories, 306 ft. high; restaurant on the top floor, see p. 12). To the right of the Potter Building, opposite the S. apex of the Post Office, is the *Park Row Building* (30 stories; Pl. B, 3), finished in 1898, the towers of which are the loftiest structures in New York (387 ft.; *View). It has 950 offices, occupied by about 6000 persons. Opposite the newspaper offices, in Printing House Square, is a bronze *Statue of Benjamin Franklin* (the tutelary

deity of American journalism), by Plassman, and in front of the Tribune Building is a seated bronze figure, by J. Q. A. Ward, of its famous founder *Horace Greeley* (1811-72), erected in 1872. The grey granite building of the *Staats-Zeitung* is at the corner of Tryon Place.

The part of Park Row beyond this point, and the adjacent *Baxter St.* (the 'Bay'), are mainly occupied by Jewish dealers in old clothes and other articles. Park Row ends at Chatham Square, whence the '**Bowery** (Pl. C, D, 4, 3), named from the Dutch 'Bouweis' or farms in this part of the town, runs N. to the junction of Third and Fourth Avenues (see p. 47). The Bowery is now full of drinking-saloons, dime museums, small theatres, and hucksters' stalls, and presents one of the most crowded and characteristic scenes in New York, though it is much less 'rowdy' than when Dickens described it in his 'American Notes'. Its residents are mainly Germans and Poles. — **Five Points** (Pl. B, C, 3), the district (roughly speaking) between Park Row (S.E.), Centre St. (W.), and Grand St. (N.), once bore the reputation of being the most evil district in New York, the home of rowdies, thieves, and drunkards. Like the Seven Dials in London, it has, however, of late been wonderfully improved by the construction of new streets, the removal of old rookeries, and the invasion of commerce. It took its name from the 'five points' formed by the intersection of Worth (then Anthony), Baxter, and Park Streets; and here now stand the *Five Points Mission* and the *Five Points House of Industry* (visitors courteously received). Perhaps the most interesting parts of the district now are the Italian quarter in *Mulberry St.*, with its once famous 'Bend' (now a small public park), and *Chinatown* in *Mott St.* and *Pell St.*, the squalor of which presents some elements of the picturesque. The swinging lanterns and banners of Chinatown give a curiously oriental air to this part of the city. Visits may be paid to the *Joss House* at No. 16, and the *Chinese Restaurant* at No. 14 Mott St., to the *Theatre* at 18 Doyer St., and (in the company of a detective) to one of the *Opium Joints*. The *Ghetto Market* at *Seward Park* (Pl. C, 4, 5), the centre of the quarter of the Russian and Austrian Jews, is also interesting. — In *New Chambers St.*, leading to the right from Park Row, is the *Newsboys Lodging House*, erected by the Children's Aid Society, which has given shelter in the last 50 years to about 400,000 boys, at a total expense of about $ 550,000 (110,000*l.*). [The **Children's Aid Society** was founded by *C. Loring Brace* (d. 1890) in 1853, and is one of the most interesting and praiseworthy benevolent institutions in New York. Its offices are in the United Charities Building, 105 E. 22nd St. (p. 47).] — On the E. side of City Hall Park are the starting-point of the City Hall branch of the Third Avenue Elevated Railroad (see p. 13) and the approaches to *Brooklyn Bridge* (see below). — At the junction of Pearl St. and Cherry St. (Pl. B, 4), below an arch of Brooklyn Bridge, is a tablet marking the site of the first Presidential mansion of *George Washington* (1789-90).

[It is believed that the small *Mulberry Bend Park* will be selected as the site of a large new *Court House* about to be erected by the City of New York.]

The great ***Brooklyn Bridge** (Pl. B, 4; p. 13), connecting New York with Brooklyn (p. 69), was until the other day (comp. p. 37) the largest suspension-bridge in the world and is equally interesting as a marvel of engineering skill and as a model of grace and beauty. Its New York terminus is in Park Row, facing the City Hall Park, where it has direct connection with the Elevated Railway (comp. p. 13), while the Brooklyn end is at Sands St. The bridge affords accommodation for two railway-tracks (comp. p. 13), two carriage-roadways (now traversed by electric tramways; p. 14), and a wide raised footway in the centre. It was begun in 1870 and opened for traffic in 1883, at a

total expense of nearly $ 15,000,000 (3,000,000*l.*). It was designed by *John A. Roebling*, who died in 1869 from an accident, and was completed by his son *Washington Roebling*. The bridge was taken over by the State in 1875. The toll for one-horse vehicles is 5 c.; pedestrians and bicycles pass free. The surface and elevated roads of Brooklyn cross the bridge to its New York terminus (fare to any part of Brooklyn 5 c.).

The total length of the bridge, including the approaches, is 5990 ft. (1⅛ M.); and the distance between the piers is 1595 ft. (main spans of Forth Bridge 1700 ft.; Suspension Bridge over the Danube at Budapest 1250 ft.; Menai Suspension Bridge 580 ft.). The width is 85 ft., and the height above high-water 135 ft. The gigantic stone piers, rising 270 ft. above high-water, are built on caissons sunk upon the rocky bed of the stream, which is 45 ft. below the surface on the Brooklyn side and 80 ft. on the New York side. The bridge itself, which is entirely of iron and steel, is suspended from the towers by four 16-inch steel-wire cables, which are 'anchored' at each end by 35,000 cubic yards of solid masonry. The four cables contain 14,360 M. of wire, and their weight is about 3600 tons. The hanging cables attached to the large ones number 2172.

The bridge-trains annually convey about 60,000,000 passengers, and the trolley-cars about 50,000,000, while probably at least 5,000,000 more cross on foot. The View from the raised promenade in the middle of the bridge is one which no visitor to New York should miss. To the N. is the E. River, with its busy shipping; to the S. is the Harbour, with the Statue of Liberty (p. 3) in the distance; to the W. is New York; to the E., Brooklyn. The view by night is very striking.

Three other bridges over the East River have recently been constructed or begun; but these may be all described more briefly, as, though worthy rivals of the Brooklyn Bridge as feats of engineering and for local traffic, they are of much less practical importance for the tourist. — The first of these, known as the **Williamsburg Bridge** (Pl. C, D, 4, 5), was begun in 1896 and completed in 1904, at a total cost of about $ 11,000,000. It combines the suspension and cantilever principles and has almost the same span (1600 ft.) between towers as the Brooklyn Bridge. It is 118 ft. wide and 135 ft. above the water-level (at the centre), and has an extreme length, including approaches, of 7200 ft. (1¼ M.). It accommodates two railway-tracks, four tramway-lines, two roadways, two cycle-paths, and two footpaths. The towers, 333 ft. high, are of steel (like the rest of the bridge) and rest each on two piers. The bridge connects Delancey St., New York, with *Williamsburg* (Brooklyn), on Long Island. — The **Manhattan Bridge** (Pl. C, B, A, 4, 5), begun in 1901 and still in process of construction, crosses from Canal St., New York, to Washington St., Brooklyn. It is also a steel suspension bridge, with a total length of 9900 ft. (nearly 2 M.) and a main span of 1470 ft. In height and width it resembles the Williamsburg Bridge. It will bear eight railway-tracks besides roadways and footpaths. — The **Blackwell's Island Bridge** (Pl. I, 4, 5), also begun in 1901, is a cantilever bridge supported by six piers, two on each side of the river and two on Blackwell's Island (p. 66). Its total length will be 7450 ft. (nearly 1½ M.), and the channel-spans will be respectively 1182 ft. and 984 ft. in width. It will bear six railroad-tracks, two roadways, and two footpaths. The estimated cost of this bridge is about $ 18,000,000.

The most prominent structures in the part of Broadway skirting City Hall Park are the *Postal Telegraph Building* and the *Home Life Insurance Co.* (No. 256), the latter a 16-story edifice of white marble, with a high-pitched, red-tiled roof. The section of Broadway above the City Hall Park contains numerous railway-offices and wholesale warehouses of 'dry goods' (*i.e.* haberdashery, drapery, etc.). At the corner of Chambers St., to the right, is a large marble building

erected for the mammoth firm of drapers, *A. T. Stewart & Co.*, but now occupied by offices. To the left is the *Chemical National Bank* (No. 270), which, with a capital of but $ 300,000 (60,000*l.*), holds $ 28,000,000 (5,600,000*l.*) on deposit, has a surplus of $ 7,500,000, and pays dividends at the rate of 150 per cent, while its stock is quoted at 4250. At No. 346 Broadway rises the *New York Life Insurance Office* (view from tower).

Two blocks to the right (E.) of this point, between Elm St. and Centre St., is the building known as the **Tombs** (Pl. C, 3; shown by permit from the Department of Correction, 148 E. 20th St.), the city prison of New York. The original granite building, in a heavy but effective Egyptian style, has been taken down, and a new and more commodious structure has been erected in its place (1898-99). A flying bridge connects the prison with the *Criminal Courts*, a large building to the N. Adjoining the latter is a tasteful *Fire Station*.

Farther up Broadway the predominant warehouses are those of clothiers and furriers. The principal cross-streets are *Canal Street* (once the bed of a stream crossing the Island), *Grand Street* (see p. 22), and *Houston Street*.

On the S. side of *Bleecker Street*, which runs to the left (W.) from Broadway, just above Houston St., is the *Mills House No. 1* (Pl. h; D, 3), a 'philanthropic' hotel (architect, E. Flagg), somewhat similar in plan to the structures erected by Lord Rowton (d. 1903) in London. Visitors will find it interesting to inspect the large covered courts, wash-rooms, laundry, restaurant, etc. It contains 1500 bedrooms. A companion building *(Mills House No. 2)* has been erected at the corner of Rivington and Clinton Sts. (Pl. D, 4). Near the latter, at the corner of Rivington and Eldridge Sts., is the building of the *University Settlement Society*, with public halls, club-rooms, a circulating library, and a roof-garden. [The *East Side House Settlement* is at the foot of E. 76th St., Pl. K, 5.]

To the right, opposite No. 745 Broadway, opens the wide **Astor Place** (Pl. D, 3), with the handsome building of the *Mercantile Library* (p. 23), completed in 1891. The library occupies the site of the old opera-house, in front of which, in 1849, took place the famous riot between the partizans of the actors Forest and Macready. It contains a large and handsome reading-room and possesses 260,000 volumes. — In *Lafayette Place*, which runs to the S. from Astor Place, is the **Astor Library** (Pl. D, 3), a large red structure with wings, containing about 300,000 volumes. It was originally founded in 1848 by John Jacob Astor and has since been liberally endowed by his sons and grandsons, the united benefactions of the family amounting to about $ 1,700,000 (340,000*l.*). The Astor Library now forms one of the two reference branches of the *N. Y. Public Library* (see p. 43), which are used by about 120,000 readers annually. They subscribe to 4500 different periodicals. — Lafayette Place also contains the famous *De Vinne Press*, which produces some of the most artistic typography of America.

At the junction of Astor Place and Third Avenue stands the **Cooper Institute** or **Union** (Pl. D, 3), a large building of brown sandstone, founded and endowed in 1857 by Peter Cooper, a wealthy and philanthropic citizen, at a total cost of nearly $ 1,000,000 (200,000*l.*). It contains a fine free library and reading-room, free schools of science and art (attended by 3500 students), and a large lecture-hall. The average daily number of readers is about 2000. The Sunday-evening lectures are attended by huge crowds. People's Symphony Concerts, at low prices, are a successful feature of the work. The Cooper Union also contains the *Museum for the Arts of Decoration* (adm., see p. 26). In front of the Cooper Union is a *Statue of Peter Cooper* (1791-1883), by Aug. St. Gaudens (pedestal and canopy by Stanford White). — Opposite to the Cooper Union is the **Bible House**, the headquarters of the *American Bible Society*, which has published

and distributed 65,000,000 copies of the Bible or parts of it, in upwards of 80 different languages and dialects. The society possesses an interesting collection of MSS. and early printed volumes, now kept at the Lenox Library (p. 46).

Beyond Astor Place Broadway passes (right) the large building occupied by *John Wanamaker* (p. 22), but originally erected for A. T. Stewart & Co. With its new annexes, it claims to be 'the largest departmental store in the world'. It has a direct entrance from the *Astor Place Subway Station* (p. 14). Broadway now inclines to the left. At the bend† rises ***Grace Church** (Pl. E, 3; Epis.), which, with the adjoining rectory, chantry, and church-house, forms, perhaps, the most attractive ecclesiastical group in New York. The present church, which is of white limestone and has a lofty marble spire, was erected in 1843-46 from the designs of *James Renwick, Jun.* The interior is well-proportioned (open daily, 9-5; good musical services), and all the windows contain stained glass. Behind the church, facing Fourth Ave., is the *Grace Memorial Home*, a day nursery for children. — At 14th St. Broadway reaches ***Union Square** (Pl. E, 3), which is beautified with pleasure grounds, statues, and an ornamental fountain. On the W. side of the square, at the corner of 15th St., is *Tiffany's*, one of the finest goldsmith's and jeweller's shops in the world (visitors welcomed even when not purchasers). At the corner of E. 16th St. is the massive office-building of the *Bank of the Metropolis*. Near the S.E. corner is a good *Equestrian Statue of Washington*, by H. K. Brown; in the centre of the S. side is a bronze *Statue of Lafayette*, by Bartholdi; in the S.W. corner is a *Statue of Abraham Lincoln* (1865), by H. K. Browne; and on the W. side is the *James Fountain*, by Donndorf. The pavement on the S. side of Union Sq., between Broadway and Fourth Avenue, used to be known as the 'Rialto' or 'Slave Market', as the resort of actors in search of engagements, but the term is now applied to the part of Broadway to the N. of 23rd St.

Fourteenth Street, which Broadway intersects at Union Sq., is one of the chief arteries of cross-town traffic (tramway), and the part to the W. of Broadway contains some of the busiest shops in the city and presents a scene of great animation and variety. To the E., between Union Sq. and Third Avenue, are *Steinway Hall* (no longer used for concerts), the *Academy of Music* (Pl. E, 3; p. 18), and **Tammany Hall** (Pl. E, 3; 1867), the seat of the *Tammany Society*, which was established in 1789 for benevolent purposes, but soondeveloped into a strong political (Democratic) institution and is now the centre of the party of local politicians named after the building. The nameis a corruption of that of Tamenund, a famous Indian seer (see 'The Last of the Mohicans', by *Fenimore Cooper*, chap. 28), and the officers of the society bear the Indian titles of sachems and the like. Its 'totem' or emblem is the tiger.

Broadway between Union Sq. and Madison Sq. (p. 40) is one of the chief shopping-resorts of New York, containing many fine stores for the sale of furniture, 'dry goods', etc. At 23rd St. it inter-

† This bend is said to have originated in the successful attempt of *Hendrik Brevoort*, a Dutch tavern-keeper, to prevent the street being so laid out as to destroy a fine old tree that stood in front of his inn (ca. 1800).

sects Fifth Avenue (p. 43) and at the point of intersection stands the daring **Fuller Building**, generally known as the **'Flat-iron Building'** (Pl. F, 3) on account of its strange triangular shape. It is 290 ft. high, has 20 stories, and cost (including site) $ 4,000,000. At close view this building can hardly be described as beautiful; but seen from a distance, up Fifth Avenue, it resembles the prow of a gigantic ship under way and is by no means unimpressive. The architects were *D. H. Burnham & Co.*, of Chicago.

This building has a curious effect in increasing the violence of the wind at its apex, so that, during a storm, people are sometimes whirled off the side-walk and plate-glass shop-windows shivered.

Broadway now skirts the W. side of ***Madison Square** (Pl. F, 3), a prettily laid out public garden, containing a bronze **Statue of Admiral Farragut* (1801-70), by St. Gaudens (N.W. corner), an obelisk to the memory of *General Worth* (1794-1849; W. side), a *Statue of Roscoe Conkling* (1829-88), by J. Q. A. Ward (S.E. corner), a statue of *President Arthur* (1830-86), by G. E. Bissell (N.E. corner), and a *Statue of William H. Seward* (1801-72), by Randolph Rogers (S.W. angle). The statue of Farragut is the finest in New York, and the imaginative treatment of the pedestal is very beautiful. On the W. side of the square are the *Fifth Avenue Hotel* (to be replaced by a building of 25 stories) and the *Hoffman House* (p. 9).

On the E. side (cor. of 25th St.) is the new ***Appellate Court House**, a handsome building by J. B. Lord, perhaps somewhat overloaded with plastic ornamentation.

On the balustrade at the top are ten statues of the Great Lawgivers. The central group facing Madison Ave. represents Peace (by *Karl Bitter*), while the corresponding group towards 25th St. represents Justice (by *D. C. French*). The bas-relief in the pediment (Law vanquishing Anarchy) is by *Niehaus*. The seated figures of Wisdom and Force, at the entrance, are by *Ruckstuhl*. The other sculptures include figures of the Periods of the Day and of the Seasons. — The Interior is also elaborately adorned with marble, gilding, oaken panelling, and mural paintings. The friezes in the Entrance Hall are by *Metcalf* (left), *Mowbray* (centre), and *Reid* (right). The panels in the Court Room are by *Simmons* (left), *H. O. Walker* (centre), and *Blashfield* (right); the friezes are by *Kenyon Cox*, *Lauber*, and *Maynard*.

At the S.E. corner of the square are the *Madison Sq. Presbyterian Church* (Rev. Dr. Parkhurst; to be rebuilt on an enlarged scale, with a massive dome) and the *Metropolitan Insurance Building* (with fine staircases and white marble court), lately enlarged to take in the whole block, and at the N.E. corner is the huge *Madison Square Garden* (Pl. F, 3; see p. 49).

Twenty-Third Street, to the W. of Broadway, is one of the chief shopping-resorts of New York, and its wide side-pavements are generally crowded with purchasers. Perhaps the most notable shop is the large and fashionable 'dry goods' store of *Stern Brothers* (No. 32). At the corner of Sixth Avenue (p. 50) is the imposing *Masonic Temple* (Pl. F, 2), containing a hall to seat 1200 persons. Between Seventh and Eighth Avenues are the *Y. M. C. A.* (see below; N. side) and the lofty *Chelsea Apartment House* (S. side), and at the corner of the latter is the *Grand Opera House* (Pl. F, 2; pp. 49, 50). To the E. of Madison Sq. Twenty-Third St. runs down to the E. River.

The substantial building of the **Young Men's Christian Association** (Pl. F, 2), 215 W. 23rd St., was erected in 1.03 at a cost, including site,

of $ 750,000. The Young Men's Christian Association of the City of New York, organized in 1852 and incorporated in 1866, aims at the spiritual, mental, social, and physical improvement of young men by the support and maintenance of lectures, libraries, reading-rooms, social and religious meetings, evening-classes, gymnasiums, and athletic grounds, and by providing attractive places of safe evening resort. In addition to the above-mentioned structure the Association owns twelve other buildings valued at $ 1,500,000, including the large West End Branch in W. 57th St. with the Association Library (50,000 vols.), and it also has the use of the Railroad Men's Building, erected by the late Mr. Cornelius Vanderbilt at a cost of about $ 225,000, of two other buildings for railway men, and of Earl Hall, erected for the students of Columbia University by Wm. E. Dodge (1805-83) at a cost of $ 175,000. The work is carried on at thirty different points. The aggregate attendance at the rooms is about 2,000,000 a year, and strangers are always welcome as visitors. The average membership is 12,000; the annual expenses are over $ 205,000, less than one-quarter of which is met by membership fees, the balance being provided by gifts from friends, rentals, and other sources. — The aggregate membership of the Y. M. C. A. in the United States and Canada is about 350,000.

Between Madison Square and 42nd St. Broadway passes numerous theatres, which follow each other in rapid succession (see p. 18). In the same part of Broadway are many large and fine hotels. At 34th St. Broadway crosses Sixth Avenue, passing under the Elevated Railroad. The small open space here, with statues of *Horace Greeley* (p. 36) and *Wm. E. Dodge* (see above), is known as Herald Square. On the N. is the two-storied concrete building of the *New York Herald* (Pl. G, 2), in the basement of which the powerful Hoe printing-presses are seen at work. To the W., at the corner of 34th St., is *Macy's Departmental Store* (p. 22), an enormous building, with a large restaurant on the top floor, much frequented by ladies and somewhat crowded in luncheon-hours. Other huge structures are in progress or in contemplation at this point. The **Metropolitan Opera House** (Pl. G, 2; p. 18), opened in 1883 and rebuilt ten years later, after a fire, stands between 39th St. and 40th St. At the corner of 42nd St. stands the large new *Knickerbocker Hotel* (p. 10). Seventh Ave. is crossed at 43rd St., and the space at the point of intersection, from which several old buildings have been removed, is known as Longacre Square. In the centre towers the new building of the *New York Times*, which is to have 26 stories, with a tower above, attaining a total height of 375 ft. The outside walls are of pink granite and terracotta, and the interior is to be finely fitted up. Beneath it is a station of the New York Subway (p. 14). On the corner of 44th St. rises the new *Hotel Astor* (p. 10), said to have cost $ 5,000,000 (including site). Other big buildings are projected here, and the square is becoming more and more the centre of club- and theatre-land.

Beyond Longacre Square Broadway is rather uninteresting, but there are some lofty specimens of apartment-houses or French flats near its head. At the corner of 56th St. is the new *Broadway Congregational Tabernacle* (Pl. H, 2), and at No. 1634 (r.) is the *American Horse Exchange*, the Tattersall's of New York. At 59th St. Broadway reaches the S.W. corner of Central Park (p. 51) and inter-

sects Eighth Avenue. At the intersection, the so-called CIRCLE, stands the **Columbus Monument** (Pl. I, 2), by *Gaetano Russo*, erected in 1892 (the 400th anniversary of the discovery of America) and consisting of a tall shaft surmounted by a marble statue (in all, 77 ft. high). [In 59th St., close to the Circle, is the pretty little *Bank of Discount*.] Beyond this point Broadway, now a wide street with rows of trees, runs towards the N.W. to Eleventh Ave., with which it coincides from 108th St. to 162nd. This part of it is usually known as the *Boulevard* and passes *Columbia University* (see p. 62). From 162nd St. Broadway *(Kingsbridge Road)* runs on to Yonkers (p. 191).

***Fifth Avenue**, the chief street in New York from the standpoint of wealth and fashion, begins at *Washington Square* (see below), to the N. of West 4th St. and a little to the W. of Broadway, and runs N. to the Harlem River (p. 64), a distance of 6 M. The lowest part of the avenue has now been largely invaded by shops, tall office-buildings, and hotels, but above 47th St. it consists of handsome private residences, forming, perhaps, as imposing a show of affluence and comfort as is to be seen in any street in the world. The avenue has been kept sacred from the marring touch of the tramway or the elevated railroad, but it is traversed by a line of 'stages' or omnibuses (p. 16). The avenue is wide and well-paved; many of the buildings are of brown sandstone, which gives parts of it a somewhat monotonous air. On a fine afternoon Fifth Avenue is alive with carriages and horsemen on their way to and from Central Park (comp. p. 51), and it is, perhaps, seen at its best on a fine Sunday, when the churches are emptying.

Washington Square (Pl. D, 3), pleasantly laid out on the site of an old burial-ground, contains a bronze *Statue of Garibaldi* (1807-82), by Turini. The tasteful Gothic building of *New York University*, erected on the E. side of this square in 1832-35, was demolished in 1894-95, and a large office building was erected on its site, of which the upper floors only are reserved for academic purposes. Here are located the Law School, the Graduate School, the School of Commerce and Finance, and the School of Pedagogy, the last interesting as the first school of pedagogy in any university to be organized on an equal footing with the other faculties. [The main buildings of the University are now at University Heights (p. 63); the medical department is in E. 26th St.] On the S. side of the square are the *Judson Memorial Buildings*, including a church. On the N. side is a row of substantial old-time residences, which still retain an air of undeniable respectability and present, perhaps, the most satisfying specimen of domestic architecture in the city. The *Washington Centennial Memorial Arch*, by Stanford White, spans the S. entrance of Fifth Ave. — *University Place*, skirting Washington Sq. on the E., runs to Union Sq. (p. 39).

Following Fifth Avenue to the N. from Washington Sq., we pass several substantial old residences and the *Lafayette-Brevoort House* (p. 9; cor. of 8th St.). At the corner of 10th St. is the Episcopal *Church of the Ascension* (with good stained-glass windows and a fine altar-piece by La Farge), and at 12th St. is the *First Presbyterian*

Church, both of brown stone, with square towers. In crossing the busy 14th St. (p. 39) we see Union Sq. (p. 39) to the right. At 16th St. is the tall *Judge Building.*

In 15th St., a little to the W. of Fifth Avenue, is the large building of the *New York Hospital* (Pl. E, 3); to the E. is the *Young Women's Christian Association*, in the rear of which (entr. in 16th St.) is the *Margaret Louisa Home* (p. 9). In 16th St., but extending back to 15th St., are the ornate *Church* and *College of St. Francis Xavier* (Pl. E, 2), the American headquarters of the Jesuits (700 pupils).

At the right corner of 18th St. is the substantial *Constable Building*, with its marble-lined interior. At the S.W. corner of 20th St. (l.) is the *Methodist Book Concern*, one of the largest bookhouses in the world; and at the N.W. corner is the so-called **Presbyterian Building*, a solid and dignified office structure by J. B. Baker. This section of Fifth Ave. is the district *par excellence* of the publishers and booksellers and contains several of the handsome shops mentioned at p. 23. At 23rd St. (p. 40) the Avenue intersects Broadway and skirts Madison Sq. (see p. 40). To the right is the curious *Flat-iron Building* (p. 40). At 26th St. is the *Café Martin* (p. 11), in the premises long occupied by Delmonico. At the corner of 29th St. is the *Marble Collegiate Church* (good music; vocal quartette), opposite which is the *Calumet Club* (No. 267). In 29th St., a little to the E., is the odd-looking *Church of the Transfiguration* (Pl. F, 3), popularly known as the 'Little Church round the Corner' and containing a memorial window (by Lafarge) to Edwin Booth, the actor (1833-93). At the S.W. corner of 30th St. is the handsome *Holland House* (p. 10). The *Knickerbocker Club* (p. 22) stands at the corner of 32nd St. (r.). The whole block between 33rd and 34th Sts., to the left, is occupied by the **Waldorf-Astoria Hotel* (p. 10), a huge double-building of red brick and sandstone in a German Renaissance style. The restaurants and other large halls in the interior are freely adorned with mural paintings by American artists, among the best of which is the ceiling (by *Blashfield*) of the somewhat over-decorated ball-room in the Astoria. — At the corner of 34th St. is the large building of the *Knickerbocker Trust Co.*, at 35th St. (left) is the *New York Club* (p. 22), at 37th St. (S.E.) is the new *Tiffany Building* (by McKim, Mead, & White), and at 38th St. is the tall *Siebrecht Building*. The **Union League Club** (p. 22), the chief Republican club of New York, is a handsome and substantial building at the corner of 39th St., and the interior is very tastefully fitted up (1880 members).

Between 40th St. and 42nd St., to the left, on the site of the old reservoir of the Croton Aqueduct, is slowly rising the new building of the **New York Public Library** (Pl. G, 3), which was designed by *Messrs. Carrère & Hastings* and will be one of the greatest architectural monuments of the city.

The New York Public Library is formed by the consolidation of the Lenox and Astor Libraries; the *Tilden Trust Fund* (about $ 2,500,000, bequeathed by Samuel J. Tilden in 1886); the various branches of the New

York Free Circulating Library (added in 1901); four other small free libraries; and the fund of $ 5,000,000 for buildings donated by *Mr. Andrew Carnegie*. The Lenox and Astor Libraries, forming the reference department, are still housed in their respective buildings (pp. 46, 38); there are 18 branches belonging to the Circulating Department; and the first of the 50 branch-buildings of Mr. Carnegie's gift has been opened at 222 E. 79th St.

The consolidated libraries contain nearly 1,000,000 volumes. About 2¼ million books for home use were circulated in 1902; and more than 500,000 vols. were consulted in the reading-rooms.

A little to the E. of this point, in 42nd St., is the *Grand Central Station* (pp. 7, 48). At the S.E. corner of 42nd St. rises the tasteful *Columbia Bank*. The **Temple Emanu-El** (Pl. G, 3), or chief synagogue of New York, at the corner of 43rd St., is a fine specimen of Moorish architecture, with a richly decorated interior.

In W. 43rd Street, between Fifth and Sixth Avenues, to the right (N.), is the *Century Club* (p. 22), a Renaissance structure, with a loggia in the second story and ornamental iron-work over some of the windows. Adjoining the Century Club is the *New York Academy of Medicine* (Pl. G, 3), a substantial and handsom edifice, with a front of reddish-brown stone, in a semi-Egyptian style. Beyond this are the extensive quarters of the *Racquet Club* (p. 22). On the opposite side of the street is *The Renaissance*, a handsome and select apartment-house.

At the N.E. corner of 44th St. is *Delmonico's Restaurant* (p. 11), a substantial building with elaborate ornamention; and at the S.W. corner is *Sherry's* (p. 11), a rival establishment, equally patronized by the fashionable world (fine ball-room).

W. 44th Street, between Fifth Avenue and Broadway, contains several buildings of note. These include, on the right, the *St. Nicholas Club* (No. 7), the *Brearley School for Girls* (17), the *American Institute (Berkeley Lyceum;* 19-23), the *Vaudeville Theatre* (p. 19), the *Harvard Club* (p. 22; 27), the *New York Yacht Club* (p. 22; No. 37; perhaps the most luxurious yacht-club in the world, but with a curious 'freak' of a façade), the *Hudson Theatre* (p. 19), and the *Criterion Theatre* (p. 19); on the left, *Sherry's* (see above), the *Mechanics' Institute* (p. 23; 16-24) the *Yale Club* (p. 22; 30), the *Bar Association Library* (42), and the *University of Pennsylvania Club* (44). The other buildings include some large apartment-hotels.

Between 45th St. and 46th St. (r.) is the elaborately decorated *Church of the Heavenly Rest* (Pl. G, 3). Between 46th St. and 47th St., to the right, is the *Windsor Arcade*. The *Dutch Reformed Church*, at the corner of 48th St., is one of the handsomest and most elaborately adorned ecclesiastical edifices in the city. It is in the 14th cent. or Decorated Gothic style and has a crocketed spire, 270 ft. high. Just below 50th St., on the right, is the *Democratic Club* (p. 22), the stronghold of Tammany (p. 39).

Between 50th and 51st Sts. (Pl. H, 3), to the right, stands ***St. Patrick's Cathedral** (R.C.), an extensive building of white marble, in the Decorated Gothic style, and the most important ecclesiastical edifice in the United States. It is 400 ft. long, 125 ft. wide, and 112 ft. high; the transept is 180 ft. across, and the two beautiful spires are 332 ft. high. The building, which was designed by *James Renwick*, was erected in 1850-79, at a cost of $ 3,500,000 (700,000*l.*).

The Interior, which seems a little short in proportion to its height, is dignified and imposing, and the fact that all the windows are filled with

good modern stained glass adds to the effect. The *Transepts* are shallow. The massive white marble columns supporting the roof are 35 ft. high. The altars and church-furniture are very elaborate. There are seats for 3000 persons, and standing-room for 5000 more. The *Lady Chapel*, abutting on Madison Ave., was added in 1903.

Adjoining the cathedral, to the right, is the handsome new building of the *Union Club* (p. 22). Between 51st and 52nd Sts. (Pl. H, 3), to the left, are the homes of *Mr. George W. Vanderbilt* and *Mr. W. B. Sloane* (son-in-law of the late Mr. W. H. Vanderbilt), two brownstone mansions, closely resembling each other and united by a connecting passage. They are adorned with exquisite bands and plaques of carving, which, however, are scarcely seen well enough to be properly appreciated. The railings which surround them are a fine specimen of metal work. The Indiana-stone house above these, at the corner of 52nd St., in a more varied and striking style, is the **Residence of Mr. W. K. Vanderbilt*, by R. M. Hunt (p. 47). It resembles a French château of the transitional period (15-16th cent.). The carving on the doorway and window above it almost challenges comparison with the finest work of the kind in European churches. At the N.W. corner of 57th St. is the house of the late *Mr. Cornelius Vanderbilt*, by George B. Post, a red brick edifice with grey facings, in the French château style of the 16-17th cent., with a huge ball-room.

St. Thomas's Church (Epis.; Pl. H, 3), at 53rd St., contains fine interior decorations by La Farge and an altar-piece by St. Gaudens (good choir). To the left, at the corner of 54th St., is the handsome new building of the *University Club* (adorned with carvings of the seals of eighteen American colleges), and nearly opposite is the tasteful residence of *ex-Governor Morton*, both by McKim, Mead, & White. The large building at the S.E. corner of 55th St. is the new *St. Regis Hotel* (p. 10). The *Fifth Avenue Presbyterian Church* (Pl. H, 3; N.W. cor.) is probably the largest in the world of this denomination, and has one of the loftiest spires in the city.

Fifty-Seventh St., both to the E. and W. of Fifth Avenue, contains several very striking façades, which the student of modern domestic architecture should not fail to see. Other interesting windows, porches, and gables may be seen in 34th, 36th, 37th, and other streets near Fifth Avenue.

At 59th St. (Pl. I, 3), where Fifth Avenue reaches Central Park (p. 51), are three huge hotels: the *Plaza* (p. 10; l.), the *Savoy* (p. 10; r.), and the *Netherland* (p. 10; r.). In the middle of the 'Plaza' rises a fine equestrian **Statue of General Sherman* (1820-91; see pp. 419, 440), by St. Gaudens, erected in 1903.

In *59th Street*, facing Central Park, are the *De la Salle Institute*, the *Deutscher Verein* (German Club), the *Catholic Club*, and the fine row of the *Navarro* or *Central Park Apartment Houses*, named after the chief towns of Spain.

Between 59th and 110th Sts. Fifth Avenue skirts the E. side of Central Park, having buildings on one side only. Among these, many of which are very handsome, may be mentioned the white marble *Metropolitan Club* (Pl. I, 3), at the corner of 60th St.; the

Astor House, N.E. corner of 65th St.; the *Havemeyer House*, corner of 66th St.; the *Gould House*, corner of 67th St.; the *Yerkes House* (S.E.), with its fine picture-gallery (p. 20), and the *Whitney House* (N.E.; fine interior), corner of 68th St.; the **Synagogue Beth-El* (Pl. K, 3), corner of 76th St.; the *House of Senator Clark*, at the corner of 77th St.; the **Brokaw House*, corner of 79th St.; the *House of Mr. Andrew Carnegie*, with its garden, at the corner of 91st St.; and the *Mt. Sinai Hospital* (Pl. M, 3), between 100th and 101st Sts.

Between 70th and 71st Sts. is the **Lenox Library* (Pl. I, K, 3), built and endowed by *Mr. James Lenox* (1800-1880), who also presented the ground on which it stands and most of its contents. The building, erected in 1870-77, is of light-coloured limestone, with projecting wings. Adm., see p. 22. Guides to the Paintings and Sculptures, each 10 c.; to the Prints 50 c.

The Library proper consists of about 150,000 volumes. It is rich in American history (including the library of George Bancroft, the historian), musical works (largely bequeathed by Mr. J. W. Drexel), and books relating to Shakspeare and the Bible. It is a free reference-library, now forming part of the New York Public Library (see p. 43).

The *Vestibule* and *Central Hall* (groundfloor) contain, under glass, collections of books and MSS. belonging to the library and frequently changed. Among the chief treasures are the *Mazarin Bible* (Gutenberg & Fust, ca. 1455; prob. the first book printed with movable types); *Coverdale's Bible* (1536); *Tyndale's Pentateuch* (1530) and *New Testament* (1536); *Eliot's Indian Bible;* the first editions of *The Pilgrim's Progress*, *The Complete Angler*, *Paradise Lost*, *Comus*, and *Lycidas;* two copies of the *First Folio Shakspeare* (1623), and also copies of the *Second*, *Third*, and *Fourth Folios* (1632, 1663-4, 1685); the *Biblia Pauperum* (ca. 1430) and other block-books; eight works from the press of *William Caxton* (1475-90); the *Bay Psalm Book*, the first book printed in the United States (Cambridge, 1640); the *Doctrina Christiana*, printed in Mexico in 1544; a magnificent vellum MS. lectionary of the Gospels, with illuminations and miniatures by *Giulio Clovio;* the original MS. of *Washington's Farewell Address;* and various books, MSS., and maps relating to the discovery of America. The vestibule also contains most of the Sculptures belonging to the library, including works by *Hiram Powers* (No. 14) and *Gibson* (15) and four ancient Roman busts.

The **Picture Gallery**, on the first floor, comprises works by *A. del Sarto*, *F. E. Church*, *A. Bierstadt*, *Sir David Wilkie*, *John Constable*, *Sir H. Raeburn*, *Meissonier*, *Munkacsy*, *Sir J. Reynolds*, *Verboeckhoven*, *Gilbert Stuart*, *Sir E. Landseer*, *Horace Vernet*, *Copley*, *Gainsborough*, *Turner*, *E. Zamacois*, etc. Those transferred from the Astor Library are distinguished by yellow labels. — The picture gallery also contains works by *Sir John Steel* (Nos. 12, 13) and *Barrias* (8) and a few other sculptures.

The **Stuart Collections*, bequeathed by *Mrs. Robert L. Stuart* (d. 1892), along with a sum of $ 300,000, occupy a gallery over the N. wing. They include a library of 10,000 vols. and 240 modern paintings, comprising works by *Gérôme*, *Corot*, *Rosa Bonheur*, *Troyon*, *Meissonier*, *Detaille*, *Bouguereau*, *Vibert*, *Diaz*, *Munkacsy*, *Brozik*, *Clays*, *Koekkoek*, *Verboeckhoven*, *Knaus*, *Meyer von Bremen*, *Cropsey*, *Kensett*, *Church*, *Cole*, *Inness*, *J. A. Walker*, etc.

The mezzanine floor is devoted to the large and valuable collections of **Prints** and **MSS.** The MSS. include the *Emmett Collection of MSS.*, comprising about 10,000 MSS. relating to American history (1750-1800); the *Bancroft MSS.;* the *Hardwicke MSS.;* and the Spanish-American MSS. from the *Ternaux* and *Kingsborough Collections*. The prints include the *Samuel P. Avery Collection* (18,000 prints), given in 1900 and consisting mainly of French and other modern etchings and lithographs; the American Wood

Engravings given by *Messrs. Scribner's Sons* and *The Century Co.*; the *Charles Stewart Smith Collection of Japanese Colour Prints*; the *Maitland Collection* of Dutch caricatures; special collections of the works of *Durand*, *Smillie*, and *Darley*; and many portraits, views, and historical prints arranged according to subjects. Exhibitions are held regularly in the Print Galleries.

The *Bible Collection* (on the top floor), comprising about 8000 vols., consists of the editions gathered by Mr. Lenox and the library of the American Bible Society (p. 38). It is not open to the public.

In Fifth Avenue, opposite the Lenox Library, is the *Memorial to R. M. Hunt* (pp. 45, 54), the architect, designed by D. C. French and presented to the city in 1898 by various art-societies. It consists of a semicircular bench, recessed in the wall of Central Park, with a bust of Hunt and graceful female figures.

In Central Park, close to Fifth Avenue at 82nd St., is the *Metropolitan Museum of Art* (p. 54).

At 120th St. Fifth Avenue reaches Mount Morris Square (Pl. O, 3), the mound in the centre of which commands good views. Beyond Mt. Morris Sq. the avenue is lined with handsome villas, some of them surrounded by gardens. It ends, amid tenements and small shops, at the Harlem River (140th St.; Pl. P, 3).

Fourth Avenue diverges from Third Avenue at the N. end of the Bowery and at first runs N. towards Union Sq. (p. 39), passing the Cooper Union (p. 38) and the Bible House (p. 38). At Union Sq. it turns N.E. At the corner of 18th St. is the *Florence Apartment House*, at 19th St. is the *American Lithographic Co.*, at 20th St. (r.) is *All Souls Unitarian Church*, and at 21st St. is *Calvary Church*. The group of notable buildings at the intersection of 22nd St. (Pl. F, 3) includes the *Church Mission House* (S.E.), the *United Charities Building* (N.E.; by Jas. B. Baker), the tasteful *Bank for Savings* (S.W.), and the *Fourth Ave. Presbyterian Church* (N.W.). The United Charities Building was presented by Mr. John S. Kennedy to the Children's Aid Society (p. 36), the N.Y. City Mission & Tract Society, the Association for Improving the Condition of the Poor, and the Charity Organization Society. At the N.W. corner of 23rd St., formerly occupied by the Academy of Design (comp. p. 51), is a new and ornate office-building, forming an expansion of that of the Metropolitan Insurance Co. (p. 40). Opposite, at the S.W. corner, is another substantial pile of office-buildings on the old site of the Y. M. C. A. (see p. 40). — At 27th St., to the left, extending back to Madison Avenue (p. 49), is *Madison Square Garden* (see p. 49). To the right, at 33rd St., stands the huge *Armoury of the 71st Regiment*, National Guard of New York, burned down in 1902 but since re-erected; and to the left is the *Park Avenue Hotel* (p. 10). At 34th St. Fourth Avenue assumes the name of **Park Avenue**, and the portion of it between this point and 42nd St. forms one of the handsomest streets of the city. The Fourth Avenue tramway line is here relegated to a subway below the street, and the ventilating openings are surrounded with small gardens which

give a cheerful and pleasant air to the thoroughfare, here 140 ft. wide. Below the tramway-subway is the tunnel of the New York Subway (p. 14), and below that again is to be the tunnel the Pennsylvania R. R. Co. is constructing across New York to connect with tunnels under the N. River (see p. 27) and the E. River. On the W. side of the avenue stands the Unitarian **Church of the Messiah* (34th St.). At 40th St. is the *Murray Hill Hotel* (p. 10).

This part of Park Avenue traverses the aristocratic quarter of **Murray Hill**, bounded by Third and Sixth Avenues, 32nd St., and 45th St. The Murray Mansion, which gave name to the district, has disappeared; but a tablet in the small garden (see above) near 37th St. commemorates its mistress, *Mrs. Lindley Murray*.

At 42nd St. Park Avenue is interrupted by the **Grand Central Station** (Pl. G, 3; see p. 7), the main building of which, practically rebuilt in 1900, occupies the whole area between the lines of Park Avenue, Vanderbilt Avenue, 42nd St., and 45th St.

This enormous railway-station, constructed of steel, with grey stucco façades, is nearly 700 ft. long and 240 ft. wide, and is covered with an iron and glass roof, 110 ft. high, with a span of 200 ft. The above dimensions are exclusive of an addition to the E. of the line of Park Avenue, used by incoming trains. The large new waiting-hall is handsome and most conveniently arranged. About 250 trains (1400 cars) arrive at and leave the station daily. It contains 19 tracks, 12 for outgoing and 7 for incoming trains.

For the next ten blocks or so Park Avenue, or what would otherwise be Park Avenue, is occupied by the various lines of railway issuing from the Grand Central Station, but at 49th St., where the *Women's Hospital* (closed) rises to the right, the avenue begins to re-assert itself, and higher up the railway burrows underneath through a series of tunnels. Above 57th St., where the street is very wide, Park Avenue may again claim to be one of the finest thoroughfares of New York, and here, as lower down, the openings of the tunnels are pleasantly hidden by small gardens. At the corner of 59th St., to the right, rises the large yellow building of the *Arion*, a German club. Among the numerous lofty piles of flats is the *Yosemite*, at the S.W. corner of 62nd St. Between 66th and 67th Sts., to the right, is the large **Armoury of the Seventh Regiment** (Pl. I, 3), the fashionable regiment of New York. The armoury is very finely fitted up; the huge drill-hall is 300 ft. long and 200 ft. wide. At the adjacent corner is the *Hahnemann Hospital*. The **Normal College** (Pl. I, 3), between 68th and 69th Sts., is a spacious building in an ecclesiastical Gothic style, with a lofty square tower (2900 female pupils). To the left are the *Union Theological Seminary* and (70th St.) the *Presbyterian Hospital*, an effective building, extending back to Madison Ave. (see p. 49). The **Freundschaft Club*, at the S.E. corner of 72nd St., has an interior fitted up in a style worthy of its fine exterior. At the corner of 77th St. is the *German Hospital*. Another great *Armoury* (8th Regiment) crowns the hill at 94th St. The avenue reaches the Harlem River at 134th St., near the bridge of the Hudson River Railway.

Lexington Avenue, beginning at Gramercy Park and running N. to the Harlem River (131st St.) between Third and Fourth Avenues, also contains a number of large and important buildings. Among these are the old building of the *College of the City of New York* (Pl. F, 3), at the corner of 23rd St. (2400 students; library of 36,000 vols.; new building, see p. 64); the *Hospital for Cripples* (Pl. G, 3), 42nd St.; the *Association for the Improved Instruction of Deaf-Mutes*, at the corner of 67th St.; the *Hydriatic Institute*, at the corner of 72nd St.; and the *Synagogues* at the corners of 55th, 63rd, and 72nd Sts.

Between Fourth and Fifth Avenues, and parallel with them, runs ***Madison Avenue**, beginning at Madison Sq. (p. 40) and ending at 138th St. on the Harlem River. Hitherto uninvaded by shops, it forms one of the finest streets of private houses in New York, rivalling even Fifth Avenue in the splendour of its residences. At the beginning of the avenue, at the N.E. corner of the square and occupying a whole block, is **Madison Square Garden** (Pl. F, 3), a huge erection 425 ft. long and 200 ft. wide (see p. 19). The building includes the *Garden Theatre* (p. 19). The tower is a copy of the Giralda at Seville (see *Baedeker's Spain*); at the top is a figure of Diana, by St. Gaudens. — At the N.E. corner of 36th St. is the brownstone house of *Mr. J. Pierpont Morgan*, to which a large art-gallery is to be added. — Madison Avenue crosses 42nd St. just above the Grand Central Station (p. 48) and beyond this point is traversed by tramway-cars. At the N.W. corner of 42nd St. towers the 16-story *Manhattan Hotel* (p. 10), which cost $2,500,000; at 44th St. is the *Church of St. Bartholomew* (Pl. G, 3), in the Italian style, with elaborate bronze doors presented by Mrs. Cornelius Vanderbilt; and at 45th St. is the *Railroad Branch of the Y. M. C. A.* (p. 40). At the N.E. corner of 50th St., forming three sides of a hollow square, are the huge *Villard Mansions*, occupied by several families. Opposite, at the back of St. Patrick's Cathedral (p. 44), is the *House of the Archbishop of New York* (R. C.). At 70th St., behind the Lenox Library (p. 46), is the *Presbyterian Hospital* (p. 48).

At the N.W. corner of 72nd St. rises the ***Tiffany House** (Pl. K, 3), by *McKim, Mead, & White*, one of the most picturesque and striking residences in America.

The lowest story is of stone, the upper stories of light-coloured brick. The entrance, facing 72nd St., is under a large archway, guarded by a portcullis. Above this is a recessed balcony, and at the S.E. corner is a round turret, reaching to the eaves of the high-pitched roof. Towards Madison Avenue rises a large and lofty gable. The space under the roof forms a spacious studio, containing an interesting collection of objects of art, and is very tastefully fitted up (adm. only by private introduction).

Beyond this point Madison Avenue consists of rows of handsome and substantial dwelling-houses and apartments.

The remaining avenues which traverse Manhattan Island from S. to N. do not demand a detailed description. **First, Second,** and **Third Avenues** consist mainly of tenement houses and small retail-shops, while the amenity

of the last two is not enhanced by the elevated railroads which follow their course. In First Avenue, between 27th and 28th Sts., is the *Medical School of Cornell University* (p. 236), established in 1898 through the munificence of Col. O. H. Payne. Second Avenue is not joined by the railway till 23rd St. (see p. 13). At the corner of 13th St. is the new *Eye & Ear Infirmary* (Pl. E, 4). At E. 15th St. the avenue crosses Stuyvesant Square (Pl. F, 4), with the large *Church of St. George* (polychrome interior). At 15th St. is the well-equipped *Lying-in Hospital*, erected at the expense of Mr. J. P. Morgan. — At the corner of 11th St. is the building of the New York Historical Society (Pl. E, 4), founded in 1804 (adm., see p. 26). In the basement is the *Lenox Collection of Assyrian Marbles*, from Nineveh. On the first floor are the *Hall*, *Committee Rooms*, etc. The second floor contains the *Library* of 100,000 vols., mainly relating to the history of America. On the third floor is the *Abbott Collection of Egyptian Antiquities* (incl. three mummies of the Sacred Bull). The *Gallery of Art*, on the fourth floor, contains about 900 works, which are not shown to advantage and include many of little value. Among those worthy of note are examples of Largillière, Chardin, Greuze. Rigaud, Ph. de Champaigne, Hobbema (*Landscape), G. Poussin, J. van der Meer, Eeckhout, Victors, Brouwer, Teniers, Snyders, Mazzolini (St. Jerome), Bramantino (Crucifixion), Roger van der Weyden (?Crucifixion), and a pupil of Leon. da Vinci (Madonna). On the staircase and in the vestibule are numerous *Portraits*. (A site fora new building has been secured in Central Park West.) — At the corner of Third Avenue and 11th St. is the *Court for Juvenile Offenders*, an interesting experiment inaugurated on Sept. 2nd, 1902. During thefirst year of its existence 7447 children were arraigned here, of whom 4368 were convicted.

[*St. Mark's Church*, in Stuyvesant Place, leading from E. 10th St. to Astor Place, stands near the site of the 'Bowerie' or farm-house of Governor Stuyvesant (comp. p. 36) and contains his tombstone (E. wall; from an older chapel) and other old monuments. *Governor Stuyvesant's Pear Tree*, which he planted in 1644 as a memorial 'by which his name might still be remembered', stood for 200 years at the N.E. corner of Third Ave. and 13th St. (memorial tablet).]

At the foot of E. 28th St., a little to the E. of First Avenue, is the extensive Bellevue Hospital (Pl. F, 4); and in the same street, to the W. of Third Avenue, is *St. Stephen's* (R.C.), containing some good paintings and an elaborate altar-piece.

Sixth Avenue, the route of a W. side elevated railway, begins at Carmine St., to the S.W. of Washington Square, and ends at Central Park (59th St.). It is one of the chief seats of retail trade in New York, containing several of the largest 'dry goods' and other shops, among them the enormous premises of the *Siegel-Cooper Co.* (Pl. E, 2; between 18th and 19th Sts.). Its prolongation beyond the park is known as *Lenox Avenue*. Among the chief buildings it passes are the *Jefferson Market Police Court*, at 10th St., the *Greenwich Savings Bank*, at 16th St., the *Masonic Temple*, cor. of 23rd St. (p. 40), and the *Manhattan Theatre* (p. 19). Statue of *Horace Greeley*, at the intersection of Broadway, see p. 41. At 41st St. the avenue skirts the pretty little *Bryant Park* (Pl. G, 3), with a statue of *Dr. J. Marion Sims* (1813-83) and a colossal bust of *Washington Irving* (p. 30). — Seventh and Eighth Avenues, in their lower part, may almost be called W. side editions of Second and Third Avenues minus the elevated railroad. Among the few conspicuous buildings are the *State Arsenal*, at the corner of Seventh Avenue and 35th St.; the *Carnegie Music Hall* (Pl. H, I, 2), at the corner of Seventh Ave. and 57th St.; and the *Grand Opera House* (Pl. F, 2; p. 19), in Eighth Avenue, at the corner of 23rd St. In W. 42nd St., near Seventh Ave., is the *New Amsterdam Theatre* (p. 19), with sculptures on its façade. The part of Eighth Ave skirting the W. side of Central Park, and known as *Central Park West*, has many large apartment houses, fine churches, and other important buildings. At the corner of 63rd St. is the new red brick structure of the *Ethical Culture School*, at 65th St. is *Holy Trinity Church* (Lutheran), and at 68th St. is the white marble *Temple of the Christian Scientists*. At the corner of 72nd St. are the huge *Majestic Hotel* and the *Dakota Flats* (Pl. K, 2), conspicuous in many views of the city. Between

75th and 76th Sts. is the *Church of the Divine Paternity* (Universalist). Above Central Park Eighth Ave. is traversed by the elevated railroad, which follows **Ninth Avenue** to 110th St. In Ninth Ave., near 20th St. (Chelsea Sq.), is the extensive building of the *Protestant Episcopal Theological Seminary*; at 34th St. is the *New York Institution for the Blind*; and at 59th St. are the large *Roosevelt Hospital* (Pl. I, 2) and the *Church of the Paulist Fathers*. Between 77th St. and 81st St. Ninth Avenue skirts *Manhattan Square*, a bay of Central Park, with the Natural History Museum (p. 52). — **Tenth Avenue**, which takes the name of **Amsterdam Avenue** at 59th St., contains few buildings of note. In W. 59th St., just to the E. of the avenue, is the *College of Physicians and Surgeons* (p. 62). In W. 65th St., near Amsterdam Ave., is the handsome new *High School of Commerce*. At the corner of 109th St. is the site of the new building of the **Academy of Design**, one of the chief art-institutions of the United States, corresponding to some extent with the 'Academy' in London, and like it consisting of Academicians (N.A.) and Associates (A. N. A.). The Schools of Art (temporary premises here) attract numerous pupils and do excellent service. Exhibitions, see p. 20. Behind the Academy of Design is the new site of the *Hospital for Women* (p. 48). Also in 109th St., near Riverside Drive, is a handsome *Public School*. For other buildings in the N. part of the Avenue, see p. 64.

The great promenade and open-air resort of New York is ***Central Park** (Pl. I-N, 2, 3), occupying the centre of Manhattan Island, between 59th and 110th Sts., covering 840 acres of ground, and $2^1/_2$ M. long by $^1/_2$ M. wide. It was designed in 1858 by *Messrs. Vaux* and *Olmsted* (d. 1903), and cost about $ 15,000,000 (3,000,000 *l.*). The ground was originally a tract of swamp and rock, and its transformation into one of the most beautiful parks in the world is an important monument of American skill and perseverance.

Central Park differs from most English parks in substituting a multiplicity of small picturesque scenes for broad expanses of turf and simple groves of great trees. There are 400 acres of groves, shrubberies, and glades, and 43 acres of ponds. The park is practically divided into two distinct portions by the *Croton Reservoirs*, 145 acres in extent. There are about 10 M. of fine 'Telford' drives, 6 M. of bridle-paths, and 30 M. of footpaths. Four concealed transverse-roads (65th, 79th, 85th, and 97th Sts.), passing under or over the park drives and walks by arches of masonry, enable ordinary traffic to cross the park without annoyance to visitors. The park is enclosed by a low cut-stone wall and has 20 entrances. The fashionable time for driving and riding is in the afternoon from 4 to 7, and the 'Corso' here almost challenges comparison with that in Hyde Park. The S. side of the park may be reached by the Sixth Avenue Elevated Railroad, by the Fifth Avenue omnibuses, and by several lines of tramway; and points higher up may be reached by the tramway-lines on Fourth and Eighth Avenues, while the elevated railroads on Third and Ninth Avenues pass within a block or two. Park Carriages stand at the 5th and 8th Ave. entrances to the park and take visitors to the N. end of the park and back for 25 c. each, with the privilege of alighting at any point and completing the round in another carriage. Other hackney-carriages charge 50 c. each. Electric stages run from 59th St. up Fifth Ave. to 72nd St., cross Central Park, follow 72nd St. to Riverside Drive (10 c.), and proceed to Grant's Tomb (p. 63; 25 c). Meals may be had at the *Casino* (near the Mall) and at *M'Gowan's Pass Tavern* (N. end), and light refreshments at the *Dairy* and at the foot of the *Terrace Steps*.

The chief promenade is the **Mall**, near the Fifth Avenue entrance, which is lined with fine elms and contains several statues and groups of sculpture, including Shakspeare, Scott, Burns, Halleck, Columbus, and the Indian Hunter. Near its N. end is the music-stand, where a band plays on Sat. and Sun. afternoons. The **Terrace*, at the N. end of the Mall, is a fine pile of masonry, whence flights of steps descend to the *Bethesda Fountain* and

to the *Lake*, used for boating in summer (boat 25 c. per ½ hr., with boatman 50 c.; trip in launch 10 c.) and skating in winter. The most extensive View in the Park is afforded by the *Belvedere*, which occupies the highest point of the *Ramble*, to the N. of the lake. The *N. Park*, beyond the Croton Reservoir, has fewer artificial features than the S. Park, but its natural beauties are greater and the *Harlem Mere* (12 acres) is very picturesque. About 300 yds. from the lake are the large greenhouses. Near the S.E. corner of the park (nearest entrance in 64th St.) are the *Old State Arsenal* and a small *Zoological Garden*, the collection in which is apt to be largest in winter, when various menageries temporarily deposit their animals here. On the W. side of the park, in Manhattan Sq. (see p. 51), is the *American Museum of Natural History* (see below), and on the E. side, opposite 82nd St., is the *Metropolitan Museum of Art* (see p. 51). To the W. of the latter museum rises *Cleopatra's Needle, an Egyptian obelisk from Alexandria, presented by Khedive Ismail Pasha to the City of New York in 1877. Like the companion obelisk in London, this monolith was originally brought from Heliopolis (On), where it was erected and inscribed by Thothmes III. about 1600 B.C. One of the faces also bears inscriptions added by Ramses II. three centuries later (about the time of Moses). The obelisk is of red syenite, is 69 ft. high, and weighs 200 tons. The bronze crabs at the base are modern reproductions (comp. p. 55). Among the other monuments in the park are statues of Webster, Bolivar, Hamilton, and Morse, allegorical figures of Commerce and the Pilgrim, and several busts and animal groups. Just outside the park, beside the Sixth Ave. Entrance, is a statue of Thorvaldsen.

In Manhattan Sq. (see p. 51), on the W. side of Central Park, between 77th and 81st Sts., stands the ***American Museum of Natural History** (Pl. K, 2), which was incorporated in 1869. Of the two adjoining blocks of which it at present consists that to the N., in red brick with granite trimmings, was erected from the designs of *Olmsted* and *Vaux* in 1874-77. The S. block, which possesses a very handsome and solid-looking Romanesque façade of red granite, was designed by *Cady, Berg, & See*, and was finished in 1899. Large and imposing as these structures are, they form only about one-fourth of the complete scheme of the museum buildings, which are intended eventually to occupy the entire area (about 18 acres) between Central Park West, Columbus Ave., 77th St., and 81st St. The present entrance is on the S. side of the building, where visitors may either enter the main floor from the top of the arch or the groundfloor from the carriage-drive below and behind it (adm., see p. 26). The Museum received its charter from the State of New York, but the ground and building belong to the City of New York, while the current expenses are defrayed by the Trustees, the City, and private subscriptions. The growth of the Museum has been very rapid, and its collections are now valued at $ 3,500,000 (700,000*l.*). It owes large benefactions to private individuals, particularly to Mr. Morris K. Jesup (president), Mr. J. Pierpont Morgan, and other past and present members of the Board of Trustees. The interior is admirably arranged and lighted. Guide Leaflets to the Museum as a whole and for the various halls and special exhibits are on sale at the entrance at low prices.

A notable feature of the Museum's activity is the series of lectures delivered in the large *Lecture Hall* (1500 seats) on the groundfloor. Free lectures, illustrated by stereopticon views, are delivered here to the school-

teachers of New York State, the State giving a grant in aid of this laudable effort to bring the work of the museum into organic connection with the State system of schools. Other free courses of lectures are given to the scientific and general public.

Ground Floor. The Corridor leading toward the E. Wing contains the *Jesup Collection of the Building Stones* of America. — The E. Wing is occupied by the **Jesup Collection of North American Woods*, the finest collection of the kind in existence, including, besides the specimens of wood, photographs of the growing trees, maps of their habitats, and beautiful water-colour paintings of their leaves, flowers, and fruit. — The specimens of the Big Tree and the Redwood of California are exhibited in the adjoining Corner Hall, which also contains the **Corals, Sponges, and Mollusks* and other objects illustrating Invertebrate Zoology. — The N. Wing contains part of the **Anthropological* and **Ethnographical Collections*, among which may be mentioned the objects brought from Alaska and British Columbia by the Jesup North Pacific Expedition, and the Emmons and Terry collections, the wood-carvings of the Kwakiutl Indians, and the large war-canoe from Queen Charlotte Island (suspended from the ceiling). — The totem-poles (comp. p. 602) in the Corridor between the N. and W. Wings are interesting. Among the contents of the W. Wing, supplementing the above collections, are the groups and objects illustrating the life and customs of the Indians of the plains of N. America, the Esquimaux, and the tribes of S. E. Siberia. The Siberian Collection (Corner Hall) is particularly full and noteworthy.

Main Floor. The Main Hall is devoted to *Mammalia*, the N. Wing to *Birds* (12,000 mounted specimens and 70,000 skins), each collection being continued in the gallery above. Among the skeletons is one of 'Jumbo', a huge African elephant brought by Barnum from England to America in 1882 (12 ft. high). The stuffed groups of buffaloes and moose, and the specimens of the elk, the Virginia deer, and the walrus deserve attention. The floor of the N. Wing is devoted to the *General Collection of Birds*, the gallery to the **Birds of North America*. Among the interesting groups representing birds in their natural surroundings may be mentioned the brown pelican (main floor), the fish-hawk, the island birds (Bird Rock Group), and the shore birds (all these in the gallery). — The W. Corridor of the main floor is devoted to the mammals found near New York, while its gallery contains the birds of the same district. — The E. Wing of the main floor contains the extensive *Collection of Insects*, among which may be noted the Hoffmann Collection of Butterflies, the Hawk Moths, and the insects injurious to vegetation (Jesup Collection of Economic Entomology). — The W. Wing of the main floor carries on the *Ethnological Collections* (Indians of California, Mexico, and S.W. States). Noteworthy are the baskets and pottery (prehistoric and modern) and the turquoise collections of the Pueblo Indians. The contents of the adjoining Corner Hall illustrate *Indian Archaeology*, including the Douglas Collection of Indian Antiquities, objects from the mounds and burial-places of the Central West States, and human remains and implements from the glacial gravels of Trenton, New Jersey. In the gallery are the **Peruvian Antiquities* (gold and silver objects, a unique series of musical instruments, skulls and mummies, pottery, and implements of copper). The Corner Hall of the W. Wing contains the *Chinese Collection*.

Second Floor. The E. Wing is devoted to the *Collections of Vertebrate Palaeontology*, including the valuable *Cope Collection of Fossils*. The alcoves of the first hall contain groups illustrating the extinct mammals which occupied N. America in the later geological periods. Among the most notable are those representing the evolution of the horse, the rhinoceros, the Titanotheres, the camel, the elephant, and the carnivora. The Phenacodus is the earliest known collateral ancestor of the hoofed mammals. The second hall contains fossil reptiles and fish. In the Corridor is the most complete known specimen of the Mosasaurus or marine lizard (30 ft. long). — The Central or Morgan Hall contains the **Bement Collection of Minerals*, presented to the Museum by Mr. J. Pierpont Morgan and including many meteorites. — In the Corridor beyond the Central Hall is the **Tiffany*

Collection of Gems, shown at the Paris Exhibitions of 1889 and 1900 and also presented by Mr. Morgan. — The N. Wing contains the *Geological and Palæontological Collections*, the principal feature of which is the **James Hall Collection*, illustrating the palæontology of New York and some of the W. States. It includes 8800 specimens which have been used in the description of species by Hall (1811-98) and other geologists. — The W. Wing contains casts of pre-Columbian sculptures from Mexico and Central America, and also pottery and objects of jade and gold, found in the explorations carried on with funds furnished by the Duc de Loubat.

THIRD FLOOR. This floor is mainly occupied by the *Library*, *Laboratories*, and *Offices*. The Central Hall, however, contains the *Collection of Shells*, the chief treasures of which are comprised in the Jay-Wolfe, D. Jackson Steward, Haines, and Crooke collections.

The **Metropolitan Museum of Art** (Pl. K, L, 3), on the E. side of Central Park, opposite 82nd St., was originally an unpretending red brick building with granite facings, measuring 345 ft. in length by 235 ft. in breadth, erected in 1879-98; but in 1902 the present imposing façade of gray Indiana limestone, in the Renaissance style, was added. This, according to the design of the late Richard M. Hunt, the architect, is to be lengthened by a wing on either side, and extended so as to entirely surround the older part of the building. The museum was incorporated in 1871 and has grown since then with marvellous rapidity. In 1879, when moved into the present building, the collections were valued at about $400,000; their present value is probably $20,000,000 (4,000,000*l.*). Among the chief features of the museum is the **Cesnola Collection of Cypriote Antiquities*, a large and valuable collection of Phœnician and archaic Greek art, illustrating the manner in which the arts of Egypt and Assyria were transmitted by the Phœnicians and adopted by the Greeks. These objects, which were found by Gen. di Cesnola in 1865 et seq., while U.S. consul in the island of Cyprus, are now distributed throughout the various departments of the museum to which they individually belong. The historical collection of glass is unexcelled in its illustration of the art of glass-making from the earliest times to the present day, and that of Assyrian cylinders is second only to the series in the British Museum. Among the *Old Pictures* are good examples of Rembrandt, Van Dyck, Frans Hals, Velazquez, Rubens, Van der Meer, and Ruysdael. The *Modern Paintings* are extremely valuable, the French (Meissonier, Detaille, Rosa Bonheur, Corot, etc.), the German, the British, and the American schools being all represented by good examples. The *Musical Instruments* are also interesting. — The main entrance of the Museum is in Fifth Ave. at 82nd St., and there is another entrance in the S. façade within the Park (adm., see p. 26). Director, *General L. P. di Cesnola*. Catalogue of the paintings 20 c.; catalogues of some of the special collections at varying prices. Most of the objects are labelled.

The museum received its charter from the State of New York, but the building itself and the ground on which it stands are loaned by the City of New York (comp. p. 52). The gifts of private donors, in money and in kind, have been of the most generous nature, and one-fourth of

the cost of maintenance is borne by members of the corporation. In the basement are a restaurant (W. side; moderate prices), and lavatories for ladies (E. side) and gentlemen (W. side); there are other lavatories close to the main entrance (ladies, S. side; gentlemen, N. side). Canes, umbrellas, and parcels are checked at the stand to the right of the entrance (parcels, 5 c.; canes and umbrellas, free). The total number of visitors to the Museum in 1903 was 802, 90). — The nearest Elev. Ry. stations are at 76th and 81th Sts., Third Ave. The Fifth Ave. stages pass the door and the Madison Ave. street-cars within one block.

Ground Floor. On entering by the principal door, we find ourselves in the fine HALL OF SCULPTURE (Pl. 1), 166 ft. long, 48 ft. wide, and two stories high, out of which a spacious staircase ascends to the upper floor. This hall contains modern statuary, including examples of *Hiram Powers*, *Gibson*, *W. W. Story* (Salome), *Rinehart*, *Millet*, *Albano*, *Barnard* ('I feel two natures struggling within me'), *Schwanthaler*, *Fischer*, *Thorvaldsen*, and *Barye* (cast). Conspicuous in the centre of the hall are the bronze figures of a *Bacchante, by *Macmonnies*, and a Bear Tamer, by *Bartlett*. — The CORRIDOR to the right (Pl. 2) also contains sculptures. — ROOM 3 is to contain loan collections, frequently changed. — ROOM 4, to the W. of Room 3, contains memorials of *George Washington*, *Benjamin Franklin*, and *Lafayette*, including portraits (amongst them the earliest known portrait of Washington, a miniature), busts, medallions, etc. — ROOM 5, adjoining, is devoted to *Central & South American Pottery*. — The small TRANSVERSE HALL (Pl. 6) contains *American Antiquities*, including ancient and modern idols and fetishes of New Mexico, pottery, etc. — Passing through the short CORRIDOR OF MODERN BRONZE STATUARY (Pl. 7), including figures of John the Baptist by *Rodin* and Napoleon by *Launt Thompson*, we reach the corresponding Transverse Hall to the S. (Pl. 8), which contains *Greek and Roman Antiquities*, comprising figurines, terracottas, urns, Etruscan fibulæ, and bronzes from the Marquand Collection. This room also contains the most important antique of the Museum, a bronze-plated Etruscan **Biga*, a triumphal chariot dating from 600 or 700 B.C., or even earlier, in remarkable preservation, part even of the wood of the wheels still surviving. The panels are carved with mythological subjects in high relief, and the minor ornamentation is also noteworthy. A few smaller objects found in the same tomb as the Biga are also exhibited here. At the entrance are the original bronze *Crabs* placed under Cleopatra's Needle (see p. 52). — In the CORRIDOR to the S. (Pl. 9) is a fine Italian marble *Mantel* of the 16th cent., richly carved, from the Marquand Collection. — ROOM 10, in the corner, contains some interesting **Frescoes* from the Pompeian villa at Boscoreale unearthed in 1901. One cubiculum, or bedroom, has been reconstructed so as to show the frescoes in their original positions; frescoes from the other rooms of the villa are shown in wooden frames. The colour of the frescoes, especially the brilliant reds of the architectural panels, is their principal charm. — ROOM 11 contains (temporarily) tapestry, sculptures, candelabra, malachite and enamel vases, and Capo di Monte ware, bequeathed by Mrs. E. V. Coles. — ROOM 12 is the PAVILION OF CARVED WOOD, containing numerous specimens of work in wood, carved and inlaid. By the E. wall is a chair that belonged to Rubens, and among the other larger objects are a *Cabinet* made of American woods, a carved *Clock* (English, 1640), three Norwegian sleighs, three sedan-chairs, and an ebony and ivory Italian cabinet (16th cent.). — Just outside, in the CORRIDOR (Pl. 9; see above), is a *Memorial Monument to E. A. Poe* (1809-49), erected by the actors of the United States. — We have now completed our tour of the E. wing. The long GALLERY (Pl. 14) to the left of the staircase, leading from the Hall of Sculpture to the old building, contains the ARCHÆOLOGICAL COLLECTION. Its contents, chiefly from Gen. di Cesnola's discoveries, include funereal sculptures, bronzes, and inscriptions. At the E. end of the gallery is a fine marble **Sarcophagus* from Rome (prob. 2nd cent. A.D.). At the W. end is a fine *Sarcophagus*, partly in the Assyrian and partly in the Greek style, found at Amathus, a Phœnician city in Cyprus, and dating probably from the 6th cent. B.C. The *Sarcophagus* from Golgoi

(ca. B.C. 600) also illustrates the mingling of Assyrian and Greek art. In the centre is an elaborate white marble Græco-Phoenician *Sarcophagus.* — The wall-cases of the small Room 15 hold small bronze objects from the Cesnola Collection. In the alcove under the staircase is ranged a row of masks. In the centre are standards with swinging leaves, containing textile fabrics from the Fayûm (4th cent. B. C. to 11th cent. A. D.).

We now reach the old building. Room 16 contains architectural plaster casts. The Hall to the left (Pl. 18, 19) contains the *Cesnola Cypriote Collection*, including heads and other fragments of statues, statuettes (many with traces of colouring), statues (amongst others, an interesting archaic Hercules), terracottas, sepulchral steles, alabaster vases, inscribed lamps, etc. All forms of ancient art, from Assyrian to Græco-Roman, are represented in the sculptures. In one of the wall-cases are some interesting representations of Venus, from the earliest rude approximations to the human form to works of the best Greek period. — We now enter the Hall of Glass and Pottery (Pl. 20), the contents of which are among the chief boasts of the Museum. Beyond the South Entrance, by the S. wall as well as on the floor, are cases containing *Egyptian, Phoenician, Greek, and Roman Glass* from the Cesnola Collection, dating from B.C. 800 downwards. It includes exquisite specimens of iridescent glass. Among the finest specimens is the 'Great Vase or Patera of Curium'. Other floor-cases contain the Marquand (Charvet) and Jarves collections of *Ancient, Mediæval, and Modern Glass.* The wall-cases to the N. contain the Cesnola collection of *Phoenician, Greek, and Græco-Roman Pottery.* By the W. wall are several interesting *Rhodian Amphorae.* The Cesnola collections in this room illustrate the history of the ceramic art from B.C. 1500 to the 4th or 5th cent. of our era. Idalium was probably destroyed in the 9th, and Curium in the 6th cent. B.C. — Room 21 contains plaster-casts of works by the Della Robbia. The Hall to the W. of Room 20, with its small subdivisions (Pl. 22 & 23), contains the German and Italian Renaissance Sculptural Casts. — We now pass through the Corridor (Pl. 24), containing French Mediæval and Renaissance Sculptural Casts, to the Hall of Architectural Casts (Pl. 32), which is lighted from the roof and recalls the Architectural Court at South Kensington Museum. Among the chief objects reproduced here are a window from the Certosa (Pavia); the Pulpit of Santa Croce (Florence) by *Benedetto da Majano;* the Monument of Lysicrates; the façade of the Guild House of the Butchers, Hildesheim (1529); the Portico of the Erechtheum; the Parthenon; the Pantheon; Notre Dame; and a bay of the cloisters of St. John Lateran (12th cent.). In the S.E. corner (above) is a quasi-reproduction of an angle of the Parthenon. On the E. wall is a large painting of Justinian and his Councillors, by *Benjamin Constant.* At the other end hang Diana's Hunting Party, a huge picture by *Hans Makart,* and figures of Victory, by *G. Richter,* and Peace, by *L. Knaus.* On the N. gallery and part of the S are casts of the frieze of the cella of the Parthenon. — The room to the E. of this central hall is also devoted to Architectural Casts (Pl. 17), including the Pulpit of Siena Cathedral, by *Nic. Pisano* (1288), the Temple of Amen-Ra at Karnak, and the Shrine of St. Sebaldus at Nuremberg, by *Peter Vischer* (1519). — We now return through the Hall of Architectural Casts to the Hall of Hellenistic Greek and Roman Sculptural Casts (Pl. 25). — In the Hall of Greek Sculptural Casts (Pl. 26), to the N. of the last, are casts of Greek sculptures of the best period. — The hall to the E. of the last (Pl. 27) contains Friezes and Sculptures from the Parthenon and other Attic casts. — The Corridor (Pl. 28) connecting this hall with the main hall contains casts of works by Scopas, as well as (farther on) Ancient and Mediæval Bronze Reproductions, chiefly of bronzes from Pompeii and Herculaneum. — The Hall (Pl. 29) contains Casts from Olympia. Room 30 contains a few Assyrian and Archaic Greek Sculptural Casts.

The Pavilion of Egyptian Sculptural Casts (Pl. 31), to the S. of the last, contains casts of ancient Egyptian objects. — We now follow the long Gallery (Pl. 13) leading back to the new wing, and containing *Egyptian Antiquities.* The wall-cases to the W. contain statuettes, amulets, scarabæi, figurines, Græco-Egyptian tombstones, the sarcophagus of a child,

and other Egyptian antiquities; in the wall-cases on the other side are mummies and mummy-cases.

We have now finished our tour of the groundfloor, and next ascend the GRAND STAIRWAY, ornamented with marble busts, to the upper floor. On the wall facing us as we ascend are four cartoons by *Jacob de Wit*.

Upper Floor. The CORRIDOR to the N. (Pl. 8), containing *Japanese Armour*, leads to CORRIDOR 1 (*Oriental Antiquities*), in the gallery of the Hall of Sculpture. Turning to the left, we pass some cases of Staffordshire pottery, and reach CORRIDOR 2, at the farther end of which is a relief of the Assumption, by *Luca della Robbia* (1400-1480), an original from the mortuary chapel of the Princes of Piombino. This gallery also contains the '*Bishop Collection of Jades*. — CORRIDOR 5 contains the collection of *European Porcelain*, presented by Mr. Henry G. Marquand and others; also two large blue *Sèvres Vases*, presented by the Republic of France to American Societies. — At the corner where we turn into CORRIDOR 7 is an ancient *Buddhist Shrine*. The corridor contains *Japanese Lacquers and Bronzes*, with a lacquer *Shrine* (modern Japanese) at the farther end. — ROOM 6, adjoining Corridor 7, contains a superb collection of '*Old Chinese Porcelain*, loaned by Mr. J. P. Morgan (formerly the property of Mr. Garland). In the part of CORRIDOR 1 which we now pass through are wall-cases containing *Bronze Idols*, *Persian Metal Shields*, *Persian Tiles*, etc. — CORRIDOR 9, leading back to the old building, contains some Chinese porcelain and bronzes (on loan).

Other STAIRCASES ascend to the Upper Floor from both ends of Halls 16 and 24. On the walls of Stairway A (S.E.) are a fine painting-like mosaic of Pæstum by *Rinaldi*, a St. Christopher by *Pollajuolo* (fresco), the Seasons by *J. J. Horemans*, a Cherub by *Correggio*, an Apostle by *Dürer*, and other old paintings. Stairway B (N.E.) has a hunting-scene by *Horemans* and other works. On Stairway C (N.W.) are landscapes by *R. B. Browning*, *Kensett*, etc. Stairway D (S.W.) is hung with the Muses by *Fagnani* (portraits of New York ladies), a drawing by *Mutter* ('In Memoriam'), etc.

We begin our tour of the upper floor of the old building, containing the collection of paintings, with ROOM 11, opening from the Grand Stairway.

ROOM 11 (*Paintings of the Old Dutch and Flemish Schools*). The numbering begins on the E. wall, to the left of the entrance. No. 17. *A. de Vries* (17th cent.) Portrait; 65. *Teniers the Elder* (1582-1649), Dutch kitchen; 59. *A. van der Neer* (1619-83), Sunset; 66. *B. van der Helst* (1613-70), Guitar-player; *48. *Rubens* (1577-1640), Cambyses' punishment of an unjust judge; 30. *Jan* and *Andries Both* (1610-50), Italian scene; 102. *Jacob Jordaens* (1593-1678), The philosophers; 97. *S. Ruysdael* (1605-70), Sea-piece; *34. *J. de Heem* (1603-50), Still-life; *15. *Van Dyck* (1599-1641), St. Martha interceding for the cessation of the plague at Tarascon; *8. *Jordaens*, Visit of the young John the Baptist to the Holy Child; *Rubens*, *94. Return of the Holy Family from Egypt, *179. The Holy Family; 9. *Fyt* (1609-61), Game; 5. *B. van der Helst*, Dutch burgomaster; 4. *Kuyel de Moor* (1656-1738), Burgomaster of Leyden and his wife; 35. *Aart de Gelder* (1645-1721), Dutch admiral; 11. *Frans Hals* (1584-1666), Bille Bobbe of Haarlem, the sailors' Venus; 31. *Adriaen van Ostade* (1601-58), Fiddler; 57. *Quinten Matsys* (1460-1530), Crown of Thorns; 36. *Rachel Ruysch* (1664-1750), Flowers and fruit; 16. *Jan Steen* (1626-79), Dutch kermesse; 1. *Teniers the Younger* (1610-90), Marriage festival; 33. *Caspar Netscher* (1639-84), Dutch lady.

ROOM 12, to the W. of R. 11, contains *Modern Paintings* and *Pictures by Early Italian, Flemish, Dutch, and Spanish Masters*. The numbering begins to the S. of the S.E. door. 105. *Seb. del Piombo* (1485-1547), Christopher Columbus; 116. *Pannini* (1695-1768), Interior of St. Peter's; 110. *Carlo Maratta* (1625-1713), Pope Clement IX.; 118. *George Fuller* (1822-84), Nydia ('Last Days of Pompeii'); 129. *Picknell* (1852-97), Bleak December; 136. *Elihu Vedder* (b. 1836), Sentinel; 147. *George Inness* (1825-94), Autumn oaks; 146. *F. D. Millet* (b. 1846), A cosy corner; 149. *H. Bolton Jones* (b. 1848), Spring; 150. *Edgar M. Ward*, Coppersmith; 152. *John F. Weir* (b. 1841), Forging the shaft; 156. *Wm. Hart* (1823-94), Scottish scene; 157. *F. E. Church* (1826-1900), Ægean Sea; 160. *George Inness*, Delaware valley; 161. *Henry Mosler*, Wedding feast in Brittany; 163. *Carl*

Marr (b. 1858), The mystery of life; 171. *H. D. Martin* (1836-97), View on the Seine; 176. *W. A. Coffin* (b. 1855), Rain; 181. *Joseph Jefferson* (the comedian; b. 1829), Ideal landscape; 185. *Robert Walker* (d. 1658), Gen. Ireton; 191. *J. Alden Weir* (b. 1852), Idle hours; 195. *Sir Joshua Reynolds* (1723-92), Portrait; 196. *Sir Peter Lely* (1617-80), Portrait; *197. *J. M. W. Turner* (1775-1851), Grand Canal, Venice; *199. *Reynolds*, Hon. Henry Fane and his guardians Inigo Jones and Charles Blair (a large and splendid group recalling the so-called 'Three Graces' in the London National Gallery); 200. *Charles Lucy* (1814-73), Nelson in the cabin of the 'Victory'.

GALLERY 23, which we enter from the N.W. door in Room 12, contains the collection of *Wrought Iron and Bronzes*. This gallery overlooks the Architectural Court (p. 56). — The parallel GALLERY 22 (entered from the S.W. door of Room 12) contains the *Collection of Drawings by Old Masters, Etchings, and Photographs*. The drawings include specimens attributed to *Raphael*, *Michael Angelo*, *Leon. da Vinci*, *Correggio*, *Veronese*, *Tintoretto*, *Andrea del Sarto*, *Domenichino*, *Carracci*, *Guido Reni*, *Murillo*, *Velazquez*, *Dürer*, *Van Dyck*, *Rembrandt*, *Rubens*, *Teniers*, *Watteau*, *Greuze*, and *Claude Lorrain*. Among the etchings are works by *Seymour Haden*, *Turner*, *Whistler*, etc. In the centre is a case of volumes containing photographs, with an ingenious arrangement for turning the leaves without exposing them to soiling.

ROOM 13, reached direct from Staircase A or from the S. end of R. 12, contains *Paintings*, mainly of the American School. The numbering begins to the E. of the middle door on the N. side: 233. *John Trumbull* (1756-1843), Alex. Hamilton; 236. *Gilbert Stuart* (1755-1828), Capt. Henry Rice; 238. *C. W. Peale* (1741-1827), George Washington; 241. *Dennis M. Bunker* (1861-90), Portrait of the artist's wife; 248. *E. Leutze* (1816-68), Washington crossing the Delaware in 1776 (a huge work presented by Mr. John S. Kennedy); 254. *Thos. Hovenden* (1840-95), Last moments of John Brown; 259. *Henry Inman* (1801-46), Martin van Buren; *260. *G. Stuart*, George Washington; 258. *Thomas Cole* (1801-48), In the Catskills; 264A. *C. C. Ingham* (1796-1863), Flower girl; 264. *Benjamin West* (1738-1820), Triumph of Love; 265. *Matt. Pratt* (1734-1805), The American School, with portraits of West. Pratt himself, and other painters; 269. *Vaclav Brozik* (b. 1852), Columbus at the court of Ferdinand and Isabella (an enormous canvas, presented by Mr. M. K. Jesup); 270. *Cole*, Roman aqueduct; 278. *A. B. Durand* (1796-1886), In the woods. — The S.E. door leads into —

ROOM 14, containing a **Collection of Old Masters and Pictures of the British School*, presented to the Museum by Mr. Henry G. Marquand (valued at $ 500,000). To the left: 285. *Hogarth* (1697-1764), Miss Rich; *284. *Rubens*, Susannah and the Elders (Susannah a portrait of his second wife, Helena Fourment; painted after 1630); 288. *Moroni* (1510-78), Portrait; 289. *Holbein* (?; 1496-1543), Abp. Cranmer; *290. *Van Dyck*, Lady with a ruff; *291. *Leon. da Vinci* (?; 1453-1519), Girl with cherries; *292. *Frans Hals* (school-piece?), The smoker; 293. *Jacob van Ruysdael* (1625-81), Landscape; *294. *B. van der Helst*, Portrait; 296. *Netscher*, Card-party; *Rembrandt* (1607-69), *298. Man in broad-brim hat and wide collar (ca. 1660), *297. Portrait of his latest period (1665); 301. *Gainsborough* (1727-88), Girl with a cat; 302. *Turner*, Saltash; 303. *Reynolds*, Portrait; *Rubens*, 305. Portrait, 306. Pyramus and Thisbe; 308. *Old Crome* (1769-1821), Landscape; *310. *Van Dyck*, Duke of Richmond and Lennox; *311. *Constable* (1776-1837), Valley Farm; 312. *Velazquez* (1599-1660), Mariana, second wife of Philip IV.; 313. *Masaccio* (?, later Florentine school), Man and woman; 316. *Teniers the Younger*, Landscape; *315. *J. van der Meer* (1632-96), Young woman at a casement; *317. *Albert Cuyp* (1605-91), Landscape with cattle; 319. *Jan van Eyck* (?; 1390-1440), Virgin and Child; *321. *Frans Hals*, Portrait; 326. *Velazquez*, Olivarez; 324. *John S. Sargent* (b. 1856), Henry G. Marquand (see above), President of the Museum in 1890-92; 328. Ascribed to *Frans Hals*, Two gentlemen; *325. *Hals*, Portrait of an old lady (so-called, artist's wife); *Velazquez*, *330. Portrait of himself (?), 327. Don Carlos, eldest son of Philip IV.; 323. *Juriaan Ovens* (1620-78), Portrait (dated 1650); 329. *Metsu* (1630-67), Music-lesson; *333. *J. van Eyck* (? *Petrus Cristus*), Deposition from the Cross; 336. *Gainsborough*, Landscape. — We now pass into —

Room 15, containing *Pictures from the Collection of Mr. G. A. Hearn*, chiefly by British and American masters. The numbering begins to the E. of the N. door: 338. *George Inness*, Peace and plenty; 340. *R. P. Bonington* (1801-28), Scene in Normandy; 339. *Gainsborough*, Portrait; 342. *Richard Wilson* (1713-82). Storm; 347. *Sir Henry Raeburn* (1756-1823), Portrait; 348. *Sir Godfrey Kneller* (1646-1723), Portrait; 350. *Constable*, Bridge on the Stour; 349. *Leiy*, Portrait; 354. *George Morland* (1763-1804), Midday meal; 353. *Reynolds*, Duke of Cumberland; 358. *I. van Ostade* (1621-49), Winter scene; 359. *P. de Hooghe* (ca. 1632-81), Dutch interior; 364. *Cuyp*, Landscape with cattle; 365. *Abbott H. Thayer* (b. 1849), Young woman; 370. *Patrick Nasmyth* (1787-1831), Landscape; 372. *Wilson*, Italian scene; 375. *Sir Thomas Lawrence* (1769-1830), Lady Ellenborough; 376. *Gainsborough*, Landscape; 379. *Reynolds*, Portrait; 380. *Daniel Mytens* (17th cent.), Portrait of Charles I.; 381. *Claude Lorrain* (1600-1682), Seaport; 384. *Martin*, Sand-dunes; 387. *Alex. H. Wyant* (1836-92), Broad, silent valley.

Room 16 is used for *Loan Collections*, changing from time to time.

Room 17 (*Catharine Lorillard Wolfe Collection*). The collection of modern paintings bequeathed to the Museum by *Miss C. L. Wolfe* (1828-87), along with an endowment of $200,000, contains several fine French and German paintings and also some British and American works. To the left: 387d. *Falero* (b. 1851), Twin stars; 391. *Bidu* (1813-95), Massacre of the Mamelukes in 1811; 392. *Rousseau* (1812-67), Edge of the woods; 393. *Lord Frederick Leighton* (1830-96), Lachrymæ; 396. *J. M. W. Turner*, Whale-ship; 397. *M. Lelvir* (b. 1853), Opportunity makes the thief; 402. *Doré* (1833-83), Retreat from Moscow; *Meissonier* (1815-91), 403. Sign-painter, *406. Adriaen and Willem Van de Velde; 408. *Gérôme* (1824-1904), Arab boy; 407. *F. A. von Kaulbach* (b. 1850), Girl's head; 411. *Jules Breton* (b. 1827), Peasant girl knitting; *412. *Couture* (1815-79), Idle student; 413. *A. Achenbach* (b. 1815), Sunset; *417. *Jules Breton*, Religious procession in Brittany; 418. *Marchal* (1825-77), Evening in Alsace; 419. *Defreyger* (b. 1835), German peasant girl; 422. *Bouguereau* (b. 1825), Brother and sister; 426. *Louis Haghe* (1806-85), A toast in the guard-room; 427. *Meissonier*, General and adjutant; 428. *Narcisse Diaz* (1808-76), Holy Family; 436. *Detaille* (b. 1848), Skirmish between Cossacks and the Old Guard; 437. *H. Vernet* (1789-1863), Study for a picture of the Corso; 442a. *F. E. Delacroix* (1798-1863), Abduction of Rebecca ('Ivanhoe'); 443. *Vibert* (1840-1902), The startled confessor; 444. *Henner* (b. 1829), Bather; *448. *Gabriel Max* (b. 1840), The last token; 449. *Isabey* (1804-86), Banquet-hall; 451. *Schenck* (1828-1904), Lost (a scene in Auvergne); 453. *Cabanel* (1823-89), The Shulamite Woman (Song of Solomon, 8); *457. *Ludwig Knaus* (b. 1829), Holy Family; 458. *Roybet* (b. 1840), Game of cards.

Room 18 (*Wolfe Collection* continued). To the left (of S. door): 466. *Fortuny* (1838-74), Camels at Tangiers; 466b. *Rousseau*, Landscape; 467. *Rosa Bonheur* (1822-99), Hound; 468. *Daniel Huntington* (b. 1816), John David Wolfe, father of Miss C. L. Wolfe; 471. *Boldini*, Gossip; 472. *Cabanel*, Portrait of Miss Wolfe; 474. *Boughton* (b. 1834), Puritan girl; 479. *Detaille*, Cuirassier; 481. *Dupré* (1812-89), Hay-wagon; 483. *Decamps* (1803-60), Night patrol at Smyrna; 484. *Knaus*, Old woman and cats; *485. *Van Marcke* (1827-91), Cattle; 487. *Bonnat* (b. 1833), Fellah woman and child; 490. *Munkacsy* (b. 1846), Pawnbroker's shop; 491. *Vibert*, A reprimand; 492. *Barye* (d. 1883), Bashi Bazouk; 493. *Berne-Bellecour* (b. 1838), The Intended; *494. *Troyon* (1810-65), Dutch cattle; 497. *Merle*, Falling leaves; 499. *Rosa Bonheur*, Weaning the calves; 500. *W. von Kaulbach* (1805-74), Crusaders before Jerusalem (a large allegorical work); 501. *Le Febvre* (b. 1834), Girl of Capri; *506. *Troyon*, White cow; 508. *Piloty* (1826-86), The Wise and Foolish Virgins; 509. *Lambert* (b. 1825), Cat and kittens; 510. *Desgoffe* (b. 1830), Still-life (original objects in the Louvre and selected by Miss Wolfe for the artist); 518. *Schreyer* (b. 1828), Arabs on the march; 519. *Le Roux* (b. 1829), Roman ladies at the tomb of their ancestors; *521. *Gérôme*, Prayer in a Cairene mosque; 524. *Hans Makart* (1840-84), Dream after the ball; 527. *Wappers* (1803-74), Confidences; *525. *Cot* (1837-83), The storm; 528. *Bonnat*, Roman girl; 529. *Pasini*, Entrance to a mosque; 533. *Rousseau*, River-scene; *532. *Corot* (1796-1875). Ville d'Avray.

Rooms 19, 20, 21, and 25 contain *Modern Paintings*, including some

French masterpieces, several German, British, and Dutch paintings, and many American works. Many of these are loaned, but among the permanent possessions of the Museum shown here are those mentioned below.

Room 19. The numbering begins to the W. of the S.W. door: 576. *François Boucher* (1703-70), Rescue of Arion from the waves; °566. *Nicolas Largillière* (1656-1746). Portrait; °570. *F. H. Drouais* (1727-75), Joseph II. of Austria; °575. *Jean Marc Nattier* (1685-1766), Princesse de Condé as Diana; 571, 573. *Greuze* (1725-1805), Studies of heads; 555. *Charles L. Müller* (1815-92), Honeymoon; 547. *Poussin* (1593-1665), Mythological subject; 546. *F. L. Français* (1814-97), Gathering olives; 539. *F. X. Winterhalter* (1806-73), Florinda.

We now pass by the N.E. door of Room 19 into Room 21.

Room 21. The numbering begins to the N. of the S.W. door leading into Room 20: 588. *Carl Marr*, Gossip; 589. *Julius Schrader* (1815-1900), Alex. von Humboldt, with Chimborazo in the background. — °593 *Meissonier*, Friedland, 1807 (one of the few large canvases of this painter, intended, in the master's own words, to represent 'Napoleon at the zenith of his glory, and the love and adoration of the soldiers for the great Captain for whom they were ready to die'). It was bought by Mr. Henry Hilton for $ 66,000 (13,200*l.*) and presented by him to the Museum. — 591. *C. H. Davis* (b. 1856), Evening; 594. *Josef Israels* (b. 1824), Bashful suitor; 607. *Mauve* (1838-88), Autumn; 600. *Maignan*, 'L'attentat d'Anagni', an incident in the life of Pope Boniface VIII.; 601. *Carl Becker* (1820-1900), Scene from 'Götz von Berlichingen'; °604. *Bastien-Lepage* (1848-84), Joan of Arc; 609. *L. Bisi* (1814-69), Milan Cathedral; °615. *François Auguste Bonheur* (brother of Rosa; 1824-84). Woodland and cattle, with fine sunlight effect; 616. *Fortuny*, Spanish lady; °618. *E. Detaille*, Defence of Champigny, a masterpiece, presented by Mr. Hilton; 619. *George Inness*, Evening; 620. *Manet* (1833-83), Boy with a sword; 622. *Lhermitte* (b. 1844), Vintage; 606. *Jacque* (1813-94), Landscape with sheep; 629. *Bargue*, Footman asleep; 629 *C. F. Ulrich* (b. 1858), Glass blowers of Murano; 631. *Meyer von Bremen* (1813-86), Evening-prayer (a small water-colour); 623. *Wilhelm Koller* (1829-84), Hugo van der Goes painting the portrait of Mary of Burgundy; 635. *G. J. V. Clairin* (b. 1843), Moorish sentinel; 634. *Dupré*, Balloon; 644. *Robert Wylie* (1839-77), Death of a Vendean chief; 605. *Maure*, Spring.

Room 20. To the left (of S.E. door): 655. *C. Piloty*, Thusnelda at the triumphal entry of Germanicus into Rome, a huge canvas (replica of the picture at Munich); 654. *Glisenti*, The hunter's story; 659. *J. W. Alexander* (b. 1856), Walt Whitman; 686. *Hübner* (1814-79), Poacher's death; 687. *Bonnat*, John T. Johnston, first President of the Metropolitan Museum of Art; 688. *J. F. Cropsey* (b. 1823), Landscape; 689. *Leroll*e, Organ rehearsal; 695. *Josef Israels*, Expectation. — 694. *C. G. Hellquist* (1851-90). The 'Opprobrious Entry' into Stockholm of Bishops Peder Sonnavater and Master Knut, who had unsuccessfully rebelled against Gustavus I.; 697. *Pecht* (1814-1903), Richard Wagner. — °706. *Rosa Bonheur*, Horse Fair, the artist's masterpiece, familiar from Thomas Landseer's engraving. A quarter-size replica is in the London National Gallery, and there are other still smaller reproductions. This, the original picture, was purchased by Mr. Cornelius Vanderbilt, on the dispersal of the Stewart collection, for $ 58,000 (11,600*l.*), and given by him to the Museum. — 707. *T. W. Wood*, War episodes; 708. *Manet*, Girl with a parrot; 709. *Hoffer*, Copy of Couture's 'Decadence of Rome'; 712. *Clays* (1817-1900), Celebration of the freedom of the port of Antwerp (1863); 711. *Walter Gay* (b. 1856), 'Les Fileuses'; 713. *Dannat* (b. 1853), Quartette; 715, 716. *Kensett*, Landscapes.

Room 24, or Gallery of Metallic Reproductions, which we now pass through to reach Room 25, contains reproductions of ancient, mediæval, and modern plate, chiefly in Russian and English collections. — The N.E. door leads to —

Room 25, which completes the collection of Modern Paintings. The numbering begins on the E. wall, to the S. of the N. entrance. °730. *Meissonnier*, Man reading; 739. *Dupré*, Landscape; 736. *Knaus*, Female head; 725. *Alex. Defaux*, Spring; 726. *Gilbert Stuart*, George Washington; 752. *Boutigny*, The Revolt at Pavia; 727. *Becker*, Emperor Maximilian receiving the Venetian Embassy; °728. *Rosa Bonheur*, Deer in the forest (twilight).

Room 26, to the W. of Room 25, contains the *Moore Collection*, presented to the Museum in 1891 and including Chinese porcelain, Japanese textiles, bronze-work, and basket-work, European, Egyptian, Greek, and Roman glass, Oriental ornaments, and Arabic metal-work. In this room also is a case of Tanagra figurines. — Room 27, to the N. of Room 26, is devoted to *Chinese Porcelain*. — Room 28 contains the *Ellis Collection of Arms and Armour*. — In Room 29 are *Collections of Old Lace*, presented by Mrs. Astor, Mrs. Smillie, Mrs. Stuart, and others. — Room 30. *Japanese Porcelain and Pottery*. — Room 31. *Japanese and Chinese Pottery and Porcelain*.

Room 32, to the S. of R. 31, is the *Gallery of Gems, Coins, Gold and Silver Ornaments, and Miniatures*. The lower wall-cases to the E. contain the *Cesnola Collection of Cypriote Ornaments* (mainly from Curium), containing beautiful specimens of gold jewellery, fibulæ, rings, votive ornaments, etc. Some are of gold plated with silver. The sard with Boreas and Orithyia is a very fine example of Greek art emerging from the archaic stage, and the chalcedony with the Rape of Proserpine 'may safely be placed at the head of all that is known in the archaic style'. — In the S.W. corner is the *Taylor-Johnson Collection of Engraved Gems*. In the lower W. cases are *Etruscan* and *Longobardic Gold Ornaments* and the *Collection of Cylinders*. Cases to the N., by the door, contain *Enamelled Silver Vase and Tazza* by Tiffany, and some notable *Ancient Gold Ornaments*, presented by Mr. J. P. Morgan. In the upper row of cases to the E. are the *Cyrus W. Field Medals commemorating the Atlantic Cable*, the *Moses Lazarus Collection of Miniatures and Snuff Boxes*, and the *Avery Collection of Spoons*. In the upper S. cases are the *Drexel, Phoenix*, and *Baxter Collections of Objects in Gold and Silver and Gems*. At the S. end of the room is the *Bryant Vase*, by Tiffany, presented to the poet on his 80th birthday. In the upper W. cases are *Old Jewelry* and *Silver Plate* presented by Miss Lazarus and Mr. Duane Pell. In the N.E. corner are *Old Silver Plate* and *Battersea Enamels*. The cases in the middle of the room contain the *Farman Collection of Greek, Roman, & Egyptian Coins*, the *Hearn Collection of Antique Watches*, and a *Collection of Old English Silver* (all on loan).

Room 33 is devoted to *Fans and Textile Fabrics*. — Room 34. *Miscellaneous Objects*. — The remaining N.E. corner of this floor, Rooms 35-39, holds the *Drexel and Crosby-Brown Collections of Musical Instruments*. Room 39 shows the construction and development of musical instruments from the primitive shell and gourd upwards.

Near the N.W. corner of Central Park, beginning at 110th St. and extending thence to 123rd St., is the long and narrow *Morningside Park* (Pl. N, O, 2), with its long flights of steps and massive retaining walls. It affords good views of Central Park, Washington Heights, the Harlem River, and the high part of the Ninth Ave. El. Ry. (comp. p. 13). — On the W. this park is bounded by *Morningside Avenue West* and *Morningside Heights*, the site of several important new buildings. At the corner of Morningside Ave. and 112th St. is the new **Episcopal Cathedral of St. John the Divine** (Pl. N, 2), designed by *Heins* and *Lafarge*, the corner-stone of which was laid in 1892, but the building of which has not progressed very far. The *Crypt*, including the curious Tiffany Chapel of mosaic glass (altar made of 150,000 separate bits of glass), and the *Belmont* or *St. Saviour's Chapel* are the only portions completed. One of the great arches of the crossing has also been erected, and the huge granite columns of the choir (over 50 ft. high) will soon be in place. On the walls of the crypt are hung two of the so-called 'Barberini Tapestries', eight of which, executed at Rome in the 17th cent., were bequeathed to the cathedral by Mrs. E. V. Coles,

Services are held in the crypt on Sun. and on week-day afternoons (5 p.m.); it is open to the public on Tues., Thurs., & Sat., 4-6; but visits may be arranged for at other times also. A large model of the choir, 20 ft. long, may be seen in the cathedral grounds on application. — To the N. of this, in the block bounded by Morningside Ave., 10th Ave., 113th St., and 114th St., is the large building of **St. Luke's Hospital** (Pl. N, 2), constructed of white marble and white pressed brick, with a tower and clock over the main entrance. This structure, handsome as it is, has received a good deal of criticism on the score of various unpractical details.

To the N.W. of this point, on a magnificent site, 110-150 ft. above the Hudson River, are the new buildings of ***Columbia University** (Pl. N, O, 1, 2), the oldest, largest, and most important educational institution in New York. It has about 500 professors and instructors and 3700 students, and ranks with the foremost universities of America. Among its alumni are Gouverneur Morris, John Jay, Alexander Hamilton, Hamilton Fish, and De Witt Clinton. The buildings are open on week-days from 9 to 6 (library till 11 p.m.). The grounds contain about 35 acres.

Columbia was founded by royal charter in 1754 under the name of King's College, and the first college building was erected near the lower end of the island. In 1776 the college was suspended owing to its 'Tory' proclivities, but in 1784 it was re-incorporated as *Columbia College*. In 1787 it was transferred to an independent board of trustees. In 1857 the college was removed to the corner of 49th St. and Madison Ave., where it remained until its transference to the present site in 1897. In 1890 the institution was reorganized on a broad university basis, and it now consists of Columbia College proper, affording a liberal undergraduate course, and of the six faculties of Law, Medicine, Applied Science, Political Science, Philosophy, and Pure Science.

The finest of the University buildings is the ***Library**, designed by *Chas. F. McKim* and erected by Mr. Seth Low, President of the University from 1890 to 1901, as a memorial to his father. It is a Greek structure surmounted by a flat dome, and stands upon a lofty terrace approached by several broad flights of steps. The interior, which is admirably equipped, contains about 300,000 volumes. The fine figure of 'Alma Mater' on the steps ascending to the library is by *Dan. C. French* (1903). To the N. of the library is the *University Hall* (unfinished), containing a gymnasium, a swimming tank, and the University Commons. The other buildings already finished are *Schermerhorn Hall* (natural sciences), *Havemeyer Hall* (chemistry and architecture), *Fayerweather Hall* (physics and astronomy), the *Engineering Building*, and *Earl Hall*, a building for the use of students (p. 41). All these are equipped with every modern improvement. A *Chapel*, a *Dormitory*, and a building for the new *School of Journalism* are now in progress. The Library will occupy the centre of the finished quadrangle. On the Engineering Building is a tablet commemorthe battle of Harlem Heights (p. 64). — The medical school of Columbia is the **College of Physicians and Surgeons** in W., 59th St., between 9th and 10th Avenues (p. 51), which is handsomely endowed (by the Vanderbilt family) and thoroughly equipped. The total endowment of the University is $20,000,000, and the value of its buildings and collectionsis $18,000,000.

The adjacent *Barnard College* (Pl. N, O, 1), offering an undergraduate course for women (450 students), and *Teachers College* (Pl. O, 1; 3000 students), a professional school of education, although independent corporations financially, are integral parts of the educational system of the University. Barnard College has three large buildings and Teachers College has six.

The stately ***Riverside Drive** or **Park** (Pl. K-O, 1), skirting the hills fronting on the Hudson from 72nd St. to 127th St. (ca. 3 M.), is one of the most striking roads that any city can boast of and affords beautiful views of the river. Numerous handsome private houses and large apartment-hotels have sprung up along it, and it has become, perhaps, the most attractive residential quarter of New York. The foundations of many of the buildings had to be hewn out of the solid rock. Between 73rd and 74th Sts. is the gorgeous new *House of Mr. Schwab*. The curious long yellow building between 85th and 86th Sts. is a fashionable *School for Girls*. Opposite 89th St., finely placed on the bluff overlooking the Hudson (*View), is the **Soldiers & Sailors Monument** (Pl. L, 1), designed by *C. W. Stoughton, A. A. Stoughton*, and *Paul E. Duboy*, and erected in 1902 'to commemorate the valour of the soldiers and sailors who in the Civil War fought in defence of the Union'. It is in the form of a small circular Greek temple, resembling the Choragic Monument of Lysicrates, with a peristyle of 12 Corinthian columns and a frieze of spread eagles. The material is white marble. A fine echo may be awakened inside the monument. In front of the monument is a copy of *Houdon's Statue of Washington* (p. 409). The striking brick house, with white marble facings, on the opposite side of the way is that of *Mr. I. L. Rice*. The one next to it (N.E. corner of 89th St.) was built for *Mrs. A Corning Clark*, now wife of Bishop Potter. No. 312, just beyond 104th St., is the home of *Richard Mansfield*, the actor.

Near the N. end of the drive, on Claremont Heights (W. 122nd St.), is the **Tomb of General Ulysses S. Grant** (Pl. O, 1; 1822-85), a huge and solid mausoleum of white granite, erected in 1891-97 at a cost of $ 600,000 (120,000*l.*), from a design by *J. H. Duncan*. The monument, which is, perhaps, somewhat disappointing in its general proportions and effect, consists of a lower story in the Doric style, 90 ft. square, surmounted by a cupola borne by Ionic columns. The total height is 150 ft (fine view from the cupola).

The arrangement of the interior is analogous to that of Napoleon's tomb at the Hôtel des Invalides, and the general effect is much more impressive than the exterior. The red porphyry sarcophagus containing the body of Gen. Grant (1822-85) is placed in an open crypt below the centre of the dome; by its side is a similar sarcophagus containing the remains of his wife. The pendentives of the dome are adorned with allo-reliefs emblematic of the life of Gen. Grant, by *J. Massey Rhind*. A small adjoining room contains flags of regiments engaged in the Civil War.

Near Grant's tomb is a *Gingko Tree (Salisburia adiantifolia)*, planted in his memory by Yang-Yu, representing Li-Hung Chang (tablets in English and Chinese). The *'Tomb of the Amiable Child'* (d. 1797), enclosed by a railing on the edge of Riverside Drive, near Grant's Monument, generally attracts attention.

Park Carriages ply along Riverside Drive from W. 72nd St. to the Grant Monument and back for a fare of 25 c. (stop-over tickets, available for any later carriage, issued without extra charge). — The S. end of the Drive may be reached by the Columbus Ave. surface cars (p. 14) or by the Sixth Ave. 'El' to 72nd St. (½ M.). Visitors in Central Park may use the electric omnibuses running from the cor. of Fifth Ave. and 59th St. to

the S. end of Riverside Drive (comp. p. 51). The N. end of the Drive may be reached by the cars on 125th St. (p. 16).

Visitors to Grant's Tomb may obtain luncheon at the *Claremont Hotel* (Pl. O, 1), at the extreme end of Riverside Drive.

To the N. of Riverside Park lies the district of *Manhattanville*, containing many old residences and the *Convent of the Sacred Heart* (Pl. P, 2), with its fine grounds. A fine viaduct crossing the Manhattanville valley leads to a prolongation of the Riverside Drive on the heights to the N. The *Sheltering Arms*, at the corner of Amsterdam Ave. and 129th St., is a refuge for destitute children. Between 138th St., Amsterdam Ave., 140th St., and St. Nicholas Ave. are the new buildings of the *City of New York College* (Pl. P, 2; comp. p. 49), the foundation stone of which was laid in Oct., 1903. In 143rd St., between Amsterdam Ave. and West End Ave., is the *Coloured Orphan Asylum*. Between 153rd and 155th Sts., adjoining the river, is *Trinity Church Cemetery* (Pl. Q, 1, 2), in two sections united by a bridge over the Boulevard. This was the scene of the hardest fighting in the battle of Harlem Heights (Sept. 16th, 1776).

The picturesque district of ***Washington Heights**, extending from about this point to Spuyten Duyvil Creek and from the Hudson to the Harlem, repays a visit and affords fine views of the Hudson and the Palisades (p. 187).

This district, which is now a favourite residence quarter, was the ground of desperate conflicts during the Revolutionary period. A few remains still exist, between 182nd and 186th Sts., of *Fort Washington* (on the highest point of the island, 260 ft. above the river), which was heroically but unsuccessfully defended against the British in Nov., 1776, after the battle of Harlem Heights. Before and during the latter battle Washington had his headquarters at the old *Jumel House* (161st St., overlooking the Harlem), then the home of Col. Roger Morris and his wife (Washington's old love, Mary Phillipse). The house was afterwards bought by Mme. Jumel, with whom Aaron Burr lived here 'during the days of his octogenarian love', and is now preserved as a museum by the 'Daughters of the American Revolution', while the ground around it is now a public park. The *Grange*, the home of *Alex. Hamilton*, lies at the corner of Tenth Ave. and 141st St. Near the house are 13 trees planted by Hamilton to symbolise the 13 Original States. The house originally occupied by *Audubon*, the naturalist, is on the river, at the foot of 155th St.

At the corner of Eleventh Ave. and 163rd St. is the *Institution for the Instruction of the Deaf and Dumb* (500 pupils), at 176th St. is the *Juvenile Asylum*, and at Amsterdam (Tenth) Ave. and 191st St. is the *Isabella Home*, a handsome Renaissance building for the aged. The rocky bluff on which the latter stands is known as *Fort George*, from a redoubt built here during the Revolution, and has become a popular resort, with shows, carroussels, etc. (*Fort George Hotel & Café*, with fine view, open in summer only). The drive known as the *Speedway*, skirting the river (comp. p. 21), is continued by the *Lafayette Boulevard*, under Fort Washington. The scene here on any fine afternoon is well worth a visit.

Of the bridges crossing the Harlem River two only call for special remark: High Bridge and Washington Bridge. ***High Bridge**, at 175th St., constructed to carry the Croton Aqueduct (p. 65) across the Harlem, is 1460 feet long and consists of 13 arches, the highest of which is 116 ft. The water is carried across in iron pipes protected by brick-work, and above is the bridge-way, for

walkers only (*View). There is a restaurant at the E. end of the bridge. A good view is also obtained from the embankment of the Reservoir, at the end of the bridge, or the adjoining Water Tower. A little farther up, at 181st St., is the ***Washington Bridge,** constructed in 1886-90 at a cost of nearly $2,700,000 (540,000*l.*). It is of steel, except the stone abutments and small parts of iron, and has a total length of 2400 ft., with two central arches, each of 510 ft. span. The roadway, which is asphalted, is 150 ft., the lower centre of the arches 135 ft. above the river.

A convenient way to visit these two bridges is to take the Sixth Ave. El. Ry. to 155th St. and go thence by the Putnam Division of the N. Y. C. & H. R. R. (without descending to the street; fare 5c.) to the foot of High Bridge. We then cross the bridge and walk along the W. bank of the Harlem to Washington Bridge, whence we return by street-car to 125th St. (El. Ry. on Eighth Ave.). A hard climb is avoided by reversing this route.

The *Central or McComb's Dam Bridge* (Pl. Q, 3) and the *Viaduct* connecting it with the top of Washington Heights (155th St.) are other important engineering works of recent date.

The **Water Supply** of New York is obtained from the watershed of the *Croton*, a stream in Westchester Co., about 40 M. from New York. The *Old Croton Aqueduct*, which crosses the High Bridge (p. 64), was constructed in 1842 and has a capacity of about 100 million gallons a day. The *New Croton Aqueduct*, a wonderful piece of engineering, constructed in 1883-90, at a cost of about $25,000,000 (5,000,000*l.*), is in the form of a tunnel, 14 ft. high, at an average depth of 150 ft. below the surface. It is carried under the Harlem River at a depth of 300 ft. below the river-bed, and has an estimated daily capacity of about 300 million gallons. Both aqueducts discharge their waters at Central Park, where the large reservoir (see p. 51) has a capacity of 1,000,000,000 gallons. The iron mains distributing the water through the city have an aggregate length of 730 M. The dam of the Croton Water Works at *Quaker Bridge* is 1350 ft. long, 277 ft. high, and 216 ft. wide at the base.

A *Ship Canal*, completed in 1895, at a cost of $2,700,000, to improve the navigation of the Harlem River (which is simply a tidal channel), affords a channel from Long Island Sound to the Hudson River for vessels drawing not more than 10 ft.

The **Borough of the Bronx,** or that part of New York to the N. and E. of the Harlem, is at present of comparatively little importance to the visiting stranger, though daily increasing in interest and amenity. It takes its name from the small river *Bronx*, and includes *Morrisania* (perpetuating the name of Gouverneur Morris), *West Farms*, *Fordham*, *Mott Haven*, *Williamsbridge* (a favourite Sun. resort of French residents), and several other villages now incorporated with the city. The Bronx is traversed by several lines of tramways, by the Elevated Railway (p. 13), and by the New York Central and New Haven & Hartford railways (p. 7).

Among the large new park-spaces here, not yet fully laid out, are *Van Cortlandt Park* (1130 acres), *Bronx Park* (660 acres), *Crotona Park* (155 acres), and *Pelham Bay Park* (1755 acres), adjoining Long Island Sound, 4 M. to the E. of Bronx Park and 15 M. from the City Hall. All these either are, or are to be, connected by boulevards. — In Van Cortlandt Park is the *Van Cortlandt Mansion*, built in 1748 and now fitted up as a Museum of Colonial and

Revolutionary Relics (open daily, 10-6, in winter 10-5; Sun., 2-6; adm. 25 c. on Thurs., free on other days). — The S. part of Bronx Park is occupied by the grounds of the ***New York Zoological Society** (adm. on Mon. & Thurs. 25 c., on other days free), with an area of 260 acres (London Zoological Garden, 36 acres).

The primary object of this society is to secure *herds* of large N. American quadrupeds and to place them as far as possible in surroundings identical with or closely resembling their natural haunts. Thus the bisons have a range of 15 acres, the wapiti 15 acres, the moose 8 acres, and so on. Among other novel features is the effort to make the animals accessible to artists and students, and several studios have been provided in the larger buildings. Among the important points are the *Reptile House*, the *Lion House*, the *Ape & Monkey House* (well ventilated), the *Antelope House*, the *Bear Dens*, and the so-called *Flying Cage* (aquatic birds; 152 ft. long, 72 ft. wide, and 55 ft. high). One of the natural features in the Zoo is a rocking stone, a granite boulder weighing 30 tons but easily moved by hand. — The Zoo contains a restaurant.

The **Botanical Gardens**, at the N. end of Bronx Park, contain extensive greenhouses and a large museum known as the *Horticultural House*.

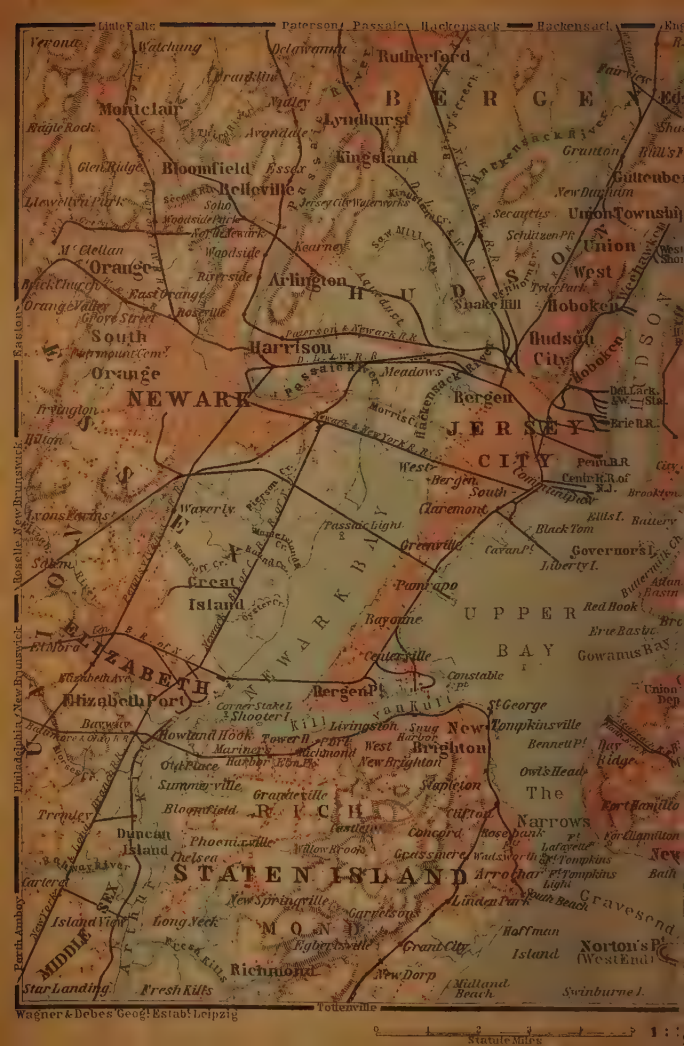
Bronx Park is most easily reached by the Third Ave. El.R. R. or the Harlem Division of the New York Central R. R. to *Bronx Park* (5 c.), near the Horticultural House, or to *Fordham*, about 3/4 M. from the Zoo (carriages in waiting in summer).

Jerome Avenue, beginning at McComb's Dam Bridge, and *Westchester Avenue* (Pl. Q, 5) are favourite drives (comp. p. 21). The New Grand Boulevard & Concourse, begun in 1902 to provide communication between Manhattan and the parks in the N. part of the Bronx, begins at the corner of Mott Ave. and 161st St. and will extend thence to (4 1/2 M.) the *Mosholu Parkway*, connecting Bronx Park with Van Cortlandt Park. It is 60 yds. in width.

The **Islands** in the East River contain various charitable and correctional institutions belonging to the city or the state, permission to visit which may be obtained from the Commissioners of Public Charities, at the foot of E. 26th St. (ferry). *Blackwell's Island* (Pl. H-K, 5), 120 acres in extent, is a long narrow island, extending from about 50th St. to 86th St., and containing the Penitentiary, Female Lunatic Asylum, Workhouse, Almshouses, Blind Asylum, and Charity Hospitals. To be 'sent to the Island' is the New York euphemism for committal to the Penitentiary. *Ward's Island* (Pl. M, N, 5; 200 acres), opposite 110th St., has the Manhattan State Lunatic Asylum, the State Emigrant Hospital, Houses of Refuge, a Children's Home, and a Soldiers' Home. Ward's Island is separated from Astoria and Blackwell's Island by *Hell Gate* (Pl. M, 5), a sharp bend in the river, through which the water rushes at a great rate. The sunken reefs which formerly made it highly dangerous to navigation were removed by nitro-glycerine explosions in 1876 and 1885. On *Randall's Island* (Pl. N, O, 5), to the N. of Ward's and opposite the Harlem River, are the Idiot Asylum, a House of Refuge, and the Nursery, Children's, and Infants' Hospitals. — The *Islands in the Harbour* have been described at p. 3.

Environs of New York.

(1). Staten Island (ferry from Whitehall St. to St. George in 1/4-1/2 hr.; fare to St. George 5 c., thence to any other station between Erastina and South Beach 5 c.). — **Staten Island**, on the S. side of New York Harbour, separated from New Jersey by the *Staten Island Sound* or *Arthur's Kill* and the *Kill van Kull* and from Long Island by the *Narrows* (p. 2), has an area of about 60 sq. M. and (1900) 67,000 inhabitants. It is conterminous with the



Little Falls
Paterson
Passaic
Hackensack
Hackensack
Verona
Watchung
Delawanna
Rutherford
Franklin
Nutley
Montclair
Eagle Rock
Avondale
Lyndhurst
Kingsland
Glen Ridge
Bloomfield
Essex
Belleville
Llewellyn Park
Soho
Woodside Park
North Newark
Woodside
Kearney
Jersey City Waterworks
Secaucus
Union Township
Union
West
Hoboken
Hudson City
Hoboken
Grantton
New Durham
Fairview
Schlitzen Pk
Tyler Park
Snake Hill
Pennhorn Cr.
Kingsland Cr.
Saw Mill Creek
Aqueduct
Passaic River
Hackensack River
Berry's Creek
Hackensack River
Wechawken
Mc Clellan
Orange
Brick Church
East Orange
Orange Valley
Grove Street
Roseville
Riverside
Arlington
South
Orange
Fairmount Cem.
Harrison
Paterson & Newark R.R.
D. L. & W. R.R.
Passaic River
Meadows
Hackensack River
Bergen
Morris Cr.
Newark & New York R.R.
NEWARK
Irvington
Hilton
JERSEY
CITY
Del. Lack. & W. Sta.
Erie R.R.
Penn. R.R.
Centr. R.R. of N.J.
West
Bergen
South
Commonwealth
Claremont
Brooklyn
Ellis I.
Battery
Black Tom
Governors I.
Liberty I.
Cavan Pt.
Greenville
Passaic Light
Waverly
Pierson Cr.
Lyons Farms
Salem
Great
Island
Pennsylvania R.R.
Newark Bay
Oyster Cr.
Pamrapo
Bayonne
UPPER
BAY
Red Hook
Erie Basin
Gowanus Bay
Buttermilk Ch.
Atlantic Basin
Centerville
Constable Pt.
Bergen Pt.
Elizabeth Ave.
Elizabeth Port
Corner Stake L.
Shooter I.
Kill van Kull
Livingston
Snug Harbor
St. George
Tompkinsville
New Brighton
Bennett Pt.
Bay Ridge
Bayway
Howland Hook
Tower H.
Port Richmond
Mariners Harbor
Elm Pk.
West
New Brighton
Owl's Head
Old Place
Summerville
Grandeville
Stapleton
The
Narrows
Fort Hamilton
Tremley
Bloomfield
RICH
Clifton
Duncan
Island
Phoenixville
Willow Brook
Concord
Rosebank
Lafayette
Fort Hamilton
Chelsea
Grassmere
Wadsworth
Ft. Tompkins
Arrochar
Ft. Tompkins Light
Bath
Rahway River
Carteret
STATEN ISLAND
New Springville
Garretson
Linden Park
South Beach
Gravesend
Island View
Long Neck
MOND
Hoffman
Island
Norton's Pt. (West End)
Egbertsville
Grant City
Fresh Kills
Richmond
New Dorp
Midland Beach
Swinburne I.
Star Landing
Fresh Kills
Totten ville
Easton
Roselle
New Brunswick
Philadelphia
New Brunswick
Perth Amboy
Wagner & Debes Geog. Estab. Leipzig
Statute Miles

Throgg's Neck
Fort Schuyler
Clason Pt.
Whitestone Pt.
Willet's Pt.
Pt. Totten
Whitestone
Little Neck
Bay
Flushing
Bay
Broadway
Bay Side
Long Island R.R.
Flushing
Golf Club
Kissena
Corona
Woodside
Hunters Point
Winfield
Corona Park
Junction
Creenpoint
Frankiston
Maspeth
Columbus ville
Linden Hill
Middle Village
Maple Grove
Hollis
Williamsburg
East Williamsburg
Bushwick Sta.
Fresh Pond
Glendale
Bushwick
Cypress Hills
Jamaica
Navy Yard
Ridgewood
Woodhaven Jct.
Brooklyn
Woodhaven
Ozone Park
Brighton B. Sta.
Jamaica South
Aqueduct
Springfield
East New York
Prospect Park
Flatbush
Canarsie
Rockaway
Jamaica Bay
Parkville
Canarsie Landg.
Eastleigh
Road of Bay
Flatlands
Rulers Bar
Hassock Meadow
South Greenfield
Bergen Island
Duck Pt. Marshes
Jo Cos Marsh
Stony Cr.
Yellow Bar Marsh
Hassock
Silver Hole M.
Far Rockaway
Ruffle Bar
Big Egg Marsh
Edgemere
Sheepshead Bay
Little Egg M.
Oceanus
Arverne
Barren I.
Plumb Beach
Rockaway Beach
Rockaway Inlet
Coney Island
Manhattan Beach
Brighton B.
Oriental Hot.
Coney Island Creek
Gowanus Bay
Gowanus Creek
Red Hook
Buttermilk Channel
Governors I.
Bedloe's I.
Ellis I.
Liberty I.
Robbins Reef
Staten I.
Port Richmond
Elizabethport
Bergen Pt.
Constable Hook
Bayonne
Kill Van Kull
Arthur Kill
Newark Bay
Hackensack R.
Passaic R.
Harsimus Cove
Jersey City
Hoboken
Weehawken
Union Hill
Guttenberg
Fort Lee
Hudson R.
Manhattan Ville
Harlem
Port Morris
Randall's I.
Riker's I.
Ward's Island
Hell Gate
Astoria
Newtown
Ravenswood
Blackwell's Island
Grand Central Depot
LONG ISLAND CITY
Long Id. R.R. Depot
Newtown Creek
Laurel Hill
Blissville
Calvary
Cemeteries
Cemetery of the Evergreens
Riverdale
Van Cortlandt Park
Woodlawn Cemetery
Wakefield
Kingsbridge
Williamsbridge
THE BRONX
Bronx R.
Bronx Pk.
Fordham
Belmont
Tremont
West Farms
Crotona Pk.
Claremont
Melrose
Morrisania
Unionport
Westchester
Bartow Sta.
Baychester
Pelham Bay Park
Pelham Manor
East Chester
Mt. Vernon
New Rochelle
Davenport Neck
Hunter I.
Rodman Neck
Hart's I.
LONG ISLAND SOUND

Borough of Richmond (p. 27). The surface of the island is diversified and hilly (highest point, 415 ft.), and it is dotted with small villages and the villas of New Yorkers. The hills afford good views of New York Harbour and the ocean. Among the best of its fine drives is the *Richmond Terrace*, skirting the N. shore. From *St. George* (St. George Hotel) railways (Staten Island Rapid Transit) run to the W. along the N. shore, to the S.E. to *Fort Wadsworth* and *South Beach*, and to the S. to *Tottenville*, diverging from the South Beach line at Clifton. The first-mentioned line passes (1 M.) *New Brighton* (Castleton, from $ 3½; Pavilion, from $ 3, etc.), the largest village in the island, with numerous villas and hotels; 1¾ M. *Sailors' Snug Harbour*, with a large Seamen's Asylum (1000 inmates; income $ 100,000), on the lawn of which is a fine statue of its founder R. R. Randall, by St. Gaudens; 2½ M. *Livingston*, with the Staten Island Cricket Club, the Staten Island Athletic Club, etc.; 4 M. *Port Richmond*, with the house (now a hotel), in which Aaron Burr died in 1836; 5½ M. *Erastina* or *Mariner's Harbor* (Bayside), with the pleasure-resort called the Erastina Grove. Beyond Erastina the railway crosses the Sound to New Jersey. — At (1 M.) *Tompkinsville* (Nautilus), on the South Beach line, are the headquarters of the Seawanhaka Yacht Club (p. 20); 1¾ M *Stapleton*, the birthplace of Commodore Cornelius Vanderbilt (1794-1877), who took the first step towards amassing his huge fortune by starting a ferry to New York; 2½ M *Clifton*, with a house once occupied by Garibaldi; 3½ M. *Fort Wadsworth* (p. 3); 4½ M. *Arrochar* (Arrochar Park Hotel); 5½ M. *South* or *Richmond Beach*, a popular day-resort for New Yorkers (boating, bathing, etc.). — The longest line is that running S. to Tottenville. Beyond Clifton (see above) it passes (6 M.) *Grant City* (Atlantic Inn), with the mausolea of the Vanderbilt family; 9½ M. *Giffords*, a fishing-resort; 11 M. *Woods of Arden*, with picnic grounds; 13 M. *Princess Bay*, another fishing-place; 16 M. *Tottenville* (Excelsior Hotel), with the old Billop House (ca. 1670), where Gen. Howe met Franklin and John Adams after the battle of Long Island (p. 69). Tottenville is connected by ferry with *Perth Amboy* (p. 276). — Electric Tramways, mostly starting at St. George, also traverse the island in various directions (to *Prohibition Park*, *Midland Beach*, etc.). — Many points in the interior of the island are still very quiet and primitive, and the pedestrian will find numerous pleasant walks.

(2). New Jersey Shore. The cities on the right bank of the Hudson or N. River, immediately opposite New York, though practically forming part of that city, are in a different state (New Jersey) and under independent government. They offer little of special interest for the tourist. Ferries, see p. 17. — **Jersey City** (*Taylor's Hotel*, R. from $ 1), the southernmost and largest, with a population of (1900) 206,433, contains many glassworks, sugar-refineries, machine-shops, foundries, and other industrial establishments, the stations of several of the railways centring at New York (comp. p. 8), and the docks of a few of the Transatlantic steamship companies. With the exception of a few churches and the city-hall, it has almost no handsome buildings. — To the N. of Jersey City lies **Hoboken** (*Meyer's Hotel*, $ 2½-3. R. from $ 1; *Nagel's Hotel*, $ 2½; *Busch*), with large silk-factories and (1900) 59,364 inhab., a large proportion of whom are Germans. It also contains the wharves of some European steamships. *Stevens Park*, on the river, contains the *Stevens Institute*, a polytechnic school of good reputation. *Castle Stevens*, the house of its founder, the late Commodore Stevens, is on the hill above. Farther to the N. lies *Weehawken*, with 5325 inhabitants. It was the scene of the duel between Alex. Hamilton and Aaron Burr; and the boulder on which the former fell when shot is railed in on the edge of the bluff, to which it was carried up from the scene of the duel below. On it is a bust of Hamilton. An electric tramway runs hence along the Palisades (fine views) to *Hudson Heights* (5 c.), *Edgewater* (10 c.), *Fort Lee* (see below), *Linwood* or *Coytersville* (20 c.), and *Englewood* (p. 68). — *Guttenberg* (3825 inhab.), on the hill behind Weehawken, has a large brewery, with a beer-garden on the roof. — Behind Hoboken lies *Hudson City*, with the Schützen Park, a favourite resort of the Germans of New York. — *Fort Lee*, on the site of the revolutionary fort of that name, at

the point where the higher part of the *Palisades* (p. 187) begins, nearly opposite 170th St., is now the property of an Association, which has built a hotel and pavilion and laid out the small Palisades Park. Boating and bathing are among the attractions. It is reached by ferry from Canal St. (15 c.), or by ferry from 130th St. to *Edgewater* (p. 67) and thence (1½ M.) by electric car. The car-ride may be extended to the N. to *Englewood* (Palisade Ho., Germania Hotel, $ 2).

(3) *Brooklyn*, *Coney Island*, and other resorts on *Long Island*, see R. 3.

Among other points to which excursions are easily made from New York are *Long Branch* and the other seaside resorts of the New Jersey coast (see R. 33); *Yonkers*, *Dobbs Ferry*, *Tarrytown*, and other points on the Hudson (see R. 21); *Glen Island* (p. 88), *New Rochelle*, and other places on Long Island Sound (R. 4); and *Greenwood Lake* (p. 245).

From New York to Yonkers by Tramway. The following is probably one of the longest trips by 'trolley' or electric tramway that can anywhere be made for 5 c. From the N. end of *Central Bridge* (p. 65), past (3½ M.) *Jerome Park*, (4¾ M.) *Woodlawn Cemetery*, and the E. entrance of *Van Cortlandt Park* (p. 65) to (9 M.) *Yonkers*, and then back (by transfer), past the W. gate of Van Cortlandt Park, to (6 M.) *Kingsbridge* (p. 14).

From New York to Putnam Junction (Brewster), 54 M., railway *(Putnam Division of N. Y. C. & H. R. R. R.)* in 2-2¼ hrs. This line, passing the suburban resorts of *Westchester County*, begins at the 155th St. station of the Sixth Ave. Elevated Railroad (comp. p. 65). — 1 M. *High Bridge* (p. 64); 2 M. *Morris Heights*. — 2½ M. *University* or *Fordham Heights*, with the handsome new buildings of **New York University** (comp. p. 42). These buildings, splendidly situated on a high bluff commanding a fine view of the Harlem, the Hudson, the Palisades, and Long Island Sound, include a beautiful Library, designed by Stanford White (40,000 vols.; especially rich in Oriental and Germanic literature), a Hall of Languages, a Chemical Laboratory, a gymnasium, etc. The Hall of Fame for Great Americans, presented by Miss Helen Gould and half encircling the library, contains panels with the names of distinguished Americans; the first five selected were Washington, Lincoln, Webster, Franklin, and Grant. The university, which was founded in 1831 as an undenominational corporation on a liberal basis, is now attended by 2100 students, taught by 212 instructors. In Kingsbridge Road, Fordham, is a cottage in which E. A. Poe lived from 1844 to 1849 and wrote 'Ulalume', 'Annabel Lee', etc. — 5 M. *Van Cortlandt*, the station for Van Cortlandt Park (p. 65), is the junction of a branch-line to (3 M.) Yonkers (p. 191). — At (8 M.) *Dunwoodie*, with a large Roman Catholic college, we pass over the Croton Aqueduct (p. 65). — 13 M. *Mt. Hope*, with a well-known golf-club. — 21½ M. *Tarrytown* (p. 192); 23 M. *Pocantico Hills* (Berkeley Inn); 27 M. *Briarcliff Manor* (Briarcliff Lodge). At (33½ M.) *Croton Lake* we cross the lake by a lofty bridge. 42 M. *Baldwin Place*, the junction for (2 M.) *Mahopac Falls*; 45 M. *Lake Mahopac* (Dean House), a summer-resort; 49½ M. *Carmel*, on *Lake Gleneida*. At (54 M.) *Putnam Junction (Brewster)* we join the line described below.

From New York to Chatham, 127 M., railway *(Harlem Division of N. Y. C. & H. R. R. R.)* in 3½-4½ hrs. — From New York to (12 M.) *Woodlawn*, see p. 76. Our line crosses the boundary of Greater New York (p. 27) and follows the course of the *Bronx River* (to the left). 22½ M. *White Plains*; 25 M. *Kensico*, near *Lake Kensico*; 37 M. *Mt. Kisco*; 44 M. *Golden's Bridge*, the junction of a line to (7 M.) *Lake Mahopac* (see above); 52 M. *Brewster*, junction of the N. H. R. R. to Hartford (see p. 80); 64 M. *Pawling* (700 ft.); 76 M. *Dover Plains*; 85 M. *Amenia*; 92½ M. *Millerton*; 104½ M. *Copake Iron Works*, 5 M. from Mt. Everett (p. 175). At (127 M.) *Chatham* we reach the Boston & Albany R. R. (see p. 172).

3. Brooklyn and Long Island.

Coney Island. Rockaway Beach.

Brooklyn. — **Hotels.** St. George (Pl. a; C, 1), Clark St., one of the largest hotels in the United States, $ 2½-5, R. from $ 1; Margaret (Pl. b; C, 1), 97 Columbia Heights, from $ 2½; Mansion House (Pl. c; C, 2), 137-153 Hicks St., Brooklyn Heights, $ 3-5, all near Brooklyn Bridge; Clarendon, Washington St., R. from $ 1; Brevoort, St. Mark's, Bedford Ave. — An enormous new hotel, The Woodruff, at the corner of Montague & Hicks Sts. (Pl. C, 2), will be opened early in 1905.

Restaurants at the hotels; also, *Parker's*, Willoughby St.; *Dennett's*, *Childs'*, 355 and 368 Fulton St. (comp. p. 11).

Railway Stations. *Flatbush Avenue Station* (Pl. D, 3), Flatbush Ave., cor. Atlantic Ave., and *Bushwick Station*, for the trains of the Long Island Railroad.

Elevated Railroads. Six lines of Elevated Railway, similar to those in New York (p. 12), traverse Brooklyn in various directions (fare 5c.). Four of these begin at the New York end of Brooklyn Bridge (with branches to Fulton Ferry), and one starts at the foot of Broadway (opp. Grand St., New York). Comp. p. 13.

Tramways, propelled by electricity ('trolley lines'), traverse Brooklyn in all directions and extend to the Ocean resorts at Coney Island, etc. Most of them now start at the New York end of the Brooklyn Bridge (p. 36), the toll for crossing which is included in the fare of 5 c.

Ferries to New York, see p. 17. — **Bridge Cars**, see p. 14. — **Post Office**, see p. 70.

Brooklyn, with a population (1900) of 1,166,582, was formerly the fourth city of the United States in size and industrial interest, but now forms one of the boroughs of Greater New York (see p. 27). It lies immediately opposite New York, at the W. end of Long Island, and covers an area of about 65 sq. M. It is popularly known as the 'City of Churches', containing no fewer than 490 ecclesiastical edifices, and has also been called the 'Dormitory of New York' from the fact that so many of its residents are New York business men and women, returning to Brooklyn in the evening.

Brooklyn (Breuckelen) was founded by Walloons in 1623, the first settlement being near Wallabout Bay (p. 71). The most outstanding event in its history is the battle of Long Island (Aug. 26th, 1776), fought on the heights behind the town, in which the British defeated the Americans (see p. 71). It was incorporated as a town in 1788, when its population did not exceed 1500, and as a city in 1834 (pop. about 30,000). — The annual value of Brooklyn's manufactures is about $ 200,000,000 (60,000,000*l.*). They include sugar and oil refining, ship-building, meat-packing, and the making of chemicals, cordage, carpets, and boilers. Its commerce is also very important. In 1890 Brooklyn contained 838,547 inhabitants.

Fulton Street (Pl. C-F, 2, 3), the Broadway of Brooklyn, begins at Fulton Ferry (p. 17), almost under the shadow of Brooklyn Bridge, and runs hence first to the S. and then to the E., with a total length of 6 M. It is traversed by the Elevated Railroad and several tramways. Following it from the bridge or ferry, we soon reach (10 min.) an open space in front of the **Borough Hall** (Pl. C, 2), a white marble building, with an Ionic portico and a tower. Opposite is a spirited statue of *Henry Ward Beecher* (see p. 70), by J. Q. A. Ward. To the E. of Borough Hall is the **County Court House** (Pl. C, 2), a handsome edifice in a Corinthian style. Behind

Borough Hall, adjoining the Court House, are the *Municipal Buildings* (to be rebuilt) and the *Hall of Records* (now being heightened and enlarged). — At the corner of Washington St. and Johnson St., a little to the N. of Borough Hall Square, is the ***Post Office** (Pl. C, 2), a really fine building, but not seen to advantage. Adjacent is the tall building of the *Brooklyn Daily Eagle*, a model newspaper office, to which visitors are welcome.

From Borough Hall Square *Montague Street* (Pl. C, 2), containing the *Art Association Building* (exhibitions of pictures), and the *Brooklyn Library* (170,000 vols.; now a branch of the Public Library, p. 73), leads W. to the river, ending in a terrace which commands an excellent *View of New York and the harbour. The district in which we now find ourselves, known as ***Brooklyn** or **Columbia Heights**, is, perhaps, the pleasantest part of the city and contains many of the finest residences. In this quarter are the chief hotels mentioned at p. 69, numerous large apartment-houses, and many of the leading clubs (Brooklyn, Crescent Athletic, Excelsior, Germania, Hamilton, Jefferson, Pl. 1, 2, 3, 4, 5, 6; C, 2). In front of the Hamilton Club (cor. Remsen and Clinton Sts.) is a *Statue of Alex. Hamilton*, by W. O. Partridge, erected in 1898. The 'Heights' (Pl. C, 1) rise abruptly from the river to an elevation of 70-100 ft., leaving at their base room for a single narrow street. Stores and residences have been sunk into the front of these bluffs, forming a series of unique 'cave dwellings'. The chief street of the 'Heights' and a fashionable Sunday promenade is Clinton Street (Pl. C, B, 2-5), extending from Fulton St. (crossing Montague St.) to *Gowanus Bay*. In this street, at the corner of Pierrepont St. (the street before Montague St.), is the handsome building of the **Long Island Historical Society** (Pl. C, 2), which possesses a library of 70,000 vols. and a small museum. In Pierrepont St. are the *Dutch Reformed Church* (Pl. C, 2) and the Unitarian *Church of the Saviour* (cor. of Monroe Place; Pl. C, 2). At the corner of Montague St. is *Holy Trinity Church* (Pl. C, 2), the leading Episcopal church of Brooklyn, with a spire 275 ft. high. In Remsen St., the next cross-street, at the corner of Henry St., is the Congregational *Church of the Pilgrims* (Pl. C, 2; Rev. Dr. Dewey), with a piece of the original 'Plymouth Rock' (see p. 116) immured in its façade. A little farther on in Clinton St., at the corner of Livingston St. (left), is the handsome *Church of St. Ann* (Episcopal; Pl. C, 2). Clinton St. then crosses Atlantic Avenue (Pl. B-F, 2-4), a wide and busy street descending on the right to the ferry for Whitehall St., New York (p. 17).

Plymouth Church (Pl. C, 1; *Rev. Dr. Newell D. Hillis*), the most famous ecclesiastical edifice in Brooklyn, where the late *Henry Ward Beecher* (d. 1887) drew crowds for 40 years, stands at the N. end of the Heights, in Orange St., between Hicks St. and Henry St., ⅓ M. from Brooklyn Bridge. It is a large building without architectural pretensions.

Returning to Borough Hall and continuing to follow Fulton St. towards the E., we soon reach, at the corner of Bond St. (right), the building of the *Young Men's Christian Association* (Pl. D, 2), with a fine gymnasium. Fort Greene Place, ½ M. farther on, leads to the left to the small (3 min.) *Fort Greene Park* (Pl. D, E, 2), laid out on the site of the Revolutionary earthworks known as Fort Greene and containing a statue of General Fowler, unveiled in 1902. To the right Fort Greene Place leads to the (5 min.) *Flatbush Station* (p. 69). Clinton Avenue (Pl. E, 1-3), nine blocks farther on, is, perhaps, the handsomest street in Brooklyn.

In Ryerson St., between Willoughby and De Kalb Avenues, about ¼ M. to the E. of Clinton Ave., are the extensive buildings of the 'Pratt Institute (Pl. F, 2), one of the best equipped technical institutions in the country, founded and endowed in 1884-87 by Mr. Charles Pratt, 'to promote manual and industrial education, and to inculcate habits of industry and thrift'. Its schools of technology, domestic science, art, music, mechanics, etc., are attended by 3500 students. Visitors are admitted on Mon., Wed., & Frid., 10-12, 2-4, and 7.30-9; the Technical Museum is open daily, 9-5 (Sat. 9-12). The Library, built in 1895, contains 80,000 vols. and a large collection of prints. None interested in technical education should fail to visit this institution (schools closed, June 1st to Oct. 1st).

Clinton Avenue ends on the N. at the **U. S. Navy Yard** (Pl. D, E, 1) on *Wallabout Bay*, the chief naval station in the country, employing 2000 men (open on week-days, 9-4; entr. in Navy St., opposite Sands St.). The yard proper covers about 45 acres, while 100 acres more belong to it. Among the most prominent features of the yard are three Dry Docks, 465 ft., 564 ft., and 307 ft. long respectively. Some war-vessels are generally moored here, while others are on the stocks. To the E. is the *U. S. Naval Hospital* (Pl. F, 1), with its pillared front. — Between the Navy Yard and the Hospital is the immense *Wallabout Market* (Pl. E, F, 1), covering an area of 45 acres. Its buildings are of brick, in the Dutch style, and include a quaint clock-tower.

The largest of the **Docks** of Brooklyn is the *Atlantic Basin* (Pl. A, B, 3), about 1½ M. to the S. of the Bridge, with an area of 40 acres and 2 M. of wharfage. About ¾ M. farther to the S., on Gowanus Bay, are the *Erie Docks* (Pl. A, 5).

Perhaps Brooklyn's chief attraction for strangers is the beautiful ***Prospect Park** (Pl. D, E, F, 4-7), finely situated on an elevated ridge in the S.W. part of the city and commanding excellent views of Brooklyn, New York, the harbour, the ocean, and Long Island.

The principal entrance is at the end of Flatbush Ave. (Pl. E, 4; tramway from Fulton Ferry), and the Plaza in front of it is adorned with a **Memorial Arch* for soldiers and sailors of the Civil War, surmounted by a fine quadriga and flanked with groups representing the Army and Navy, by Fred. Macmonnies (b. at Brooklyn in 1864), and with a fine statue, also by Macmonnies, of *James Stranahan* (1808-98). Drive through the park in the park-carriages 25 c. each. The water-tower near the main entrance furnishes the finest view of the city and island.

Prospect Park, which has an area of 520 acres, is not so elaborately laid out as Central Park, but has, perhaps, more natural beauty. It contains many fine trees. The lake at the S. side is 60 acres in extent. On the slope of *Look-Out Hill* (185 ft. above the sea) is a *Monument* (erected in 1895) in memory of the Maryland troops who fell in the battle of Long

Island (p. 69), which is also commemorated by a tablet in *Battle Pass*. Concerts are given here on Sat. and Sun. afternoons in summer. In other parts of the park are a bust of *John Howard Payne* (1792-1852), author of 'Home, Sweet Home', statues of *Lincoln* and *Gen. G. K. Warren*, and several other monuments. — From the Plaza the *Eastern Parkway* (Pl. E, F, 4, 5), a fine boulevard, 200 ft. wide, runs E. to the (2½ M.) part of Brooklyn known as *East New York*. Near the S. entrance begins the **Ocean Parkway* (Pl. F, E, 6, 7), a similar boulevard, which runs all the way to (5 M.) *Coney Island* (p. 73) and forms one of the pleasantest approaches to that resort. It is flanked on either side by a broad cycle-path. The *Drive from Prospect Park to *Fort Hamilton* (p. 3; 4½ M.; Crescent Club House) affords continuous views of New York Harbour.

On the opposite side of Flatbush Ave. (see p. 71) lies the **Institute Park**, 58 acres in extent and opened to the public in 1903.

Ninth Avenue (or Prospect Park West, Pl. E, D, 4-6) and other streets adjoining Prospect Park contain some of the finest residences in Brooklyn. Among the largest and handsomest buildings bordering on the Park are the huge *Riding and Driving Club* (near the Plaza; Pl. E, 4) and the **Montauk Club* (cor. 8th Ave.; Pl. E, 4).

The Brooklyn Institute (Pl. F, 4), founded in 1824 and re-chartered in 1890, is an academy of arts and sciences with about 7000 members. It contains 29 departments, each of which holds regular meetings and courses of lectures. A grant of 12 acres of land in *Institute Park* (see above) has been made to the Institute, which has erected on it two sections (1897 and 1903) of a large Museum building, which is intended ultimately to be 560 ft. square. This building (open 9-6, Sun. 2-7, also on Thurs. & Frid. 7.30-9.45; adm. on Mon. & Tues. 25 c., children 10 c.; at other times free) contains lecture-halls, class-rooms, laboratories, art galleries, collections of various kinds, and a restaurant. The *Children's Museum* at Bedford Park is open free, daily, 9-6 (Sun. 2-6).

Following Ninth Avenue towards the S. from the S.W. entrance of Prospect Park, we soon reach (½ M.) the N.E. entrance of ***Greenwood Cemetery** (Pl. B, C, D, 6, 7), one of the most beautiful cities of the dead in America, rivalling Prospect Park in the charms of its undulating surface and extensive views. It is 475 acres in extent. Carriages take passengers round the chief points for 25 c. each.

The principal (N.) entrance is in Fifth Ave. (cor. 25th St.; Pl. C, 6). The entrance gateway is an elaborate structure of brown stone, 142 ft. wide, with bas-reliefs and a tower 100 ft. high. Plans of the cemetery may be obtained here (10 c.), showing the positions of the graves. Among the monuments of special interest, either from their subject or treatment, are those to the *New York Volunteers* (Section B), *Roger Williams* (p. 85; Sec. 130), *De Witt Clinton* (p. 197; 108), *Elias P. Howe* (the inventor of the sewing machine; H), *S. F. B. Morse* (inventor of the electric telegraph; 25), *Henry George* (1839-97), the founder of the 'Single Tax' movement (at the top of Ocean Hill), the magnificent mausoleum of *John W. McKay*, *Horace Greeley* (p. 36; 35), *Henry Ward Beecher* (p. 70; 140), *Lola Montez*, *John Matthews* (64), the *Pilots* (111), the *Firemen* (2), *Peter Cooper* (p. 28; 101), *A. S. Seribner* (160), *James Gordon Bennett* (107), and the *Brooklyn Theatre Fire Victims* (N). The expensive monument of *Charlotte Canda* (92) scarcely justifies its reputation. One of the chief attractions of Greenwood is the beauty of the blossoming of the dog-wood (*Cornus Florida*) at the end of May or beginning of June.

Among other points of more or less interest not included in the above rapid survey are the *Roman Catholic Cathedral* (cor. Lafayette

and Vanderbilt Aves.; Pl. E, 3); the *Equestrian Statue of General U. S. Grant*, by W. O. Partridge, erected in front of the *Union League Club*, Bedford Ave., in 1896; the *Fire Headquarters*, in Jay St. (Pl. D, 1, 2); the *Armouries* of the 14th and 23rd Regiments, in Eighth Ave. (Pl. D, 5) and Bedford Ave. (Pl. F, 3); the *Long Island College Hospital* and *St. Peter's Hospital* (Pl. B, 2), in Henry St.; *St. Mary's Hospital*, in Buffalo Ave.; the *Brooklyn Public Library*, Bedford Ave., established in 1896 (80,000 vols.; comp. p. 70); the handsome Roman Catholic church of *St. Augustine* (Pl. E, 4), cor. Sixth Ave. and Sterling Place; the *Reformed Church*, cor. Seventh Ave. and Carroll St. (Pl. E, 4); the *Polytechnic Institute* (Pl. C, 2), Livingston St.; the *Young Women's Christian Association* (Pl. D, 3), cor. Flatbush Ave. and Schermerhorn St.; and the *Cemetery of the Evergreens* (beyond Pl. F, 3).

Brooklyn Forest Park, in the N.E. part of the borough, is 540 acres in area and deserves a visit for its fine trees and beautiful views. It contains a golf-course.

To the N. of Brooklyn, and separated from it by *Newtown Creek*, lies **Long Island City** (*Long Island City Hotel*, R. from $ 1), a place of no particular interest, with (1900) 48,272 inhabitants. It is made up of *Hunter's Point*, *Astoria*, and *Ravenswood*, the last of which contains pleasant residences and extensive nurseries. In Hunter's Point (ferries to 34th St. and James Slip, New York) is the terminus of the *Long Island Railroad* (trains for all points in Long Island; comp. Pl. G, 5).

Long Island, a narrow, fish-shaped island, 120 M. long and 8-20 M. wide, extends along the coast of New York and Connecticut from the mouth of the Hudson to a point beyond the mouth of the Connecticut River, enclosing between itself and the mainland the comparatively sheltered waterway of *Long Island Sound* (p. 88). Its area is 1680 sq. M. and its population (1900) 1,525,000 (incl. Brooklyn). The surface is generally level. A sandy barrier, at some distance from the main shore, extends along nearly the whole S. coast of the island, broken at intervals by narrow inlets; and here are situated Coney Island and other popular seaside-resorts of the New Yorkers. The N. shore is hilly and well wooded. In the E. part of the island are several summer-resorts of a higher class than Coney Island, affording good sea-bathing, sailing, fishing, shooting, and golfing. Some of the oldest settlements in the state are on Long Island, and the historical student will find many points of interest. Comp. the annual guidebook of the Long Island Railroad.

Coney Island, the name given to the westernmost section of the flat sand-bar above mentioned, is a strip of white sand, 5 M. long and ¼-1 M. wide, separated from the mainland by a small creek and from the next section of the bar (Rockaway Beach) by a narrow inlet opening into Jamaica Bay. The island is divided into four distinct parts: *West End* or *Norton's Point*, *West Brighton*, *Brighton Beach*, and *Manhattan Beach*. Those who merely wish to see Coney Island for a few hours should go to West Brighton and return viâ Manhattan Beach. The hotels at the latter are the best places to pass the night. It is estimated that at least 10 million visitors resort to Coney Island every season (June-Sept.), and hundreds of thousands are sometimes there on the same day. The

prices at the hotels and restaurants are highest at the E. end, and lowest at the W. end of the island; but at the dearer houses one portion is generally ample for two persons.

West End or *Norton's Point* (*Norton's Hotel*), the old original Coney Island, now known as *Sea Gate*, has a number of pleasant residences and the headquarters of the Atlantic Yacht Club. It is connected with Brighton and West Brighton by electric cars.

West Brighton, about the middle of the island, is the most crowded and characteristic part of it; and the scene here on a fine Sunday in summer beggars description. The beach swarms with all the peripatetic shows of a popular seaside-resort; and among the permanent attractions are two iron *Piers* (1000-1300 ft. long), *Luna Park* (fine illuminations at night), and a tall '*Observatory*' (°View). West Brighton may be reached from New York by steamer from Pier 1 (at the Battery) or from W. 22nd St. (return-fare 25 c.); from Brooklyn, by electric car, by the Brooklyn Elevated R. R., or by the Ocean Parkway (p. 72). It is connected with (3/4 M.) Brighton Beach by a fine drive called the *Concourse* and by an elevated railroad (5 c.).

Brighton Beach (*Hotel Brighton*) consists of a huge hotel, a refreshment pavilion, several bathing-houses, and a theatre, in which variety actors perform in summer. It is specially frequented by the Brooklynites, who reach it viâ West Brighton (see above) or by direct trolley-lines. Brighton Beach is connected with Manhattan Beach (see below) by a small *Marine Railway* (5 c.); a barrier prevents walking along the sands.

Manhattan Beach (*Manhattan Beach Hotel*, on the European plan, a huge wooden structure, 660 ft. long; *Oriental*, Amer. plan, for more permanent guests) is the most fashionable part of Coney Island and the most comfortable for ordinary tastes. The hotels have large pleasure-grounds and bathing accommodations for many hundreds of visitors (adm. to amphitheatre overlooking the Manhattan bathing enclosure, 10 c.), and music is furnished afternoon and evening by a good band. Light opera is given in summer. The beach is illuminated by electricity, and a display of fireworks is given almost nightly. Manhattan Beach may be reached from New York by ferry to Hunter's Point (see p. 17) and thence by train; from the Flatbush Ave. station at Brooklyn (return-fare 20 c.); or by electric cars from Brooklyn Bridge and from Broadway and Fulton St. Ferries.

Rockaway Beach (numerous hotels, at about $ 2 a day), the next section of the sand-bar, is a less crowded and somewhat cheaper edition of Coney Island. The trip to it from New York by steamer (1½ hr.; return-fare 50 c.; see advts. in daily papers) affords an excellent survey of New York Harbour and Coney Island. It may also be reached by railway from Long Island City (34th St. ferry; comp. p. 73). A tubular iron pier extends into the ocean for 1200 ft. — Farther to the E. are the summer-resorts of *Arverne*, *Edgemere*, and *Far Rockaway*.

Long Beach (°*Long Beach Hotel*, $ 4-5), the next sand-strip, is one of the best bathing-beaches on Long Island, and is frequented by summer residents rather than by excursionists. It is reached by railway viâ Long Island City (comp. p. 73; return-fare 80 c.). Farther to the E. is the *Great South Beach*, a curious strip of sand 40 M. long and 1/4-5 M. wide. *Fire Island* (Surf House), at its W. extremity, is reached by ferry from (8 M.) *Bay Shore*. The light of Fire Island Lighthouse is often the first object in America seen by the visitor from Europe, and the signal-station here announces the approach of the steamers 4 hrs. before they reach their docks (comp. p. 2). The *Great South Bay*, between the South Beach and the main coast, is a favourite shooting (wild-fowl) and fishing ground, and the villages along its shores (on the S. division of the Long Island R. R., see p. 75) are much frequented in summer by New Yorkers.

The other points on Long Island are all reached by the Long Island Railway, the chief divisions of which are given below.

FROM BROOKLYN TO GREENPORT, 94 M., railway in 3-3½ hrs. (fares $ 2.80). This is the main line; the trains start at Flatbush Ave. Station (p. 69).

and are joined at Jamaica (see below) by simultaneous sections from Long Island City (p. 73). — From (7 M.) *Woodhaven Junction* a branch-line runs to *Rockaway Beach* (p. 74). — 9½ M. *Jamaica*, the junction of the Montauk Division (see below) 13 M. *Queens*, the station for *Creedmoor* (p. 22). Beyond (15 M.) *Floral Park* we quit the *Borough of Queens* (Greater New York). — 18½ M. *Mineola*, the junction of lines running N. to *Glen Cove* (with the fine mausoleum of Mr. Charles Pratt, founder of the Pratt Institute, p. 74), *Sea Cliff*, and *Oyster Bay* (with the home of President Roosevelt; good yachting), and S. to *Valley Stream* (see below). Just to the S. lies **Garden City** (*Garden City Hotel*, from $ 5), laid out by A. T. Stewart as a model suburban residence for New Yorkers and containing a handsome Episcopal cathedral built by him. Adjacent is *Hempstead*, close to which are the headquarters of the *Meadowbrook Hunt Club*, with a good golf-course. — 25 M. *Hicksville* is the junction of a branch-line to *Setauket*, *Cold Spring* (with a large and important biological station), *Port Jefferson*, *Wading River*, and other resorts on the N. shore. — 41 M. *Brentwood*, a pleasant resort among the pines; 48 M. *Ronkonkoma*, station for the lake of that name (Lake Front Hotel); 65 M. *Manor*, junction of a short line to Eastport (see below); 73 M. *Riverhead*. We now skirt the N. shore of *Peconic Bay*. — 94 M. **Greenport** (*Wyandank Hotel*, $ 2-2½), a fishing-village and seabathing resort near the E. end of Long Island. — A steam-ferry plies hence to **Shelter Island** (*Prospect Ho.*, *Manhansett Ho.*, $ 4; *Bay View Ho.*, $ 2½-3), in *Gardiner's Bay*, much frequented by New Yorkers in summer. The early records of the Quakers here are full of interest.

From Brooklyn to Montauk, 116 M., railway in 4 hrs. (fares $ 3.45). This line, which gives access to the resorts on the S. shore of Long Island, diverges to the right from that above described at (9½ M.) *Jamaica*. — 10½ M. *Valley Stream* is the junction of the branch to *Far Rockaway* (see p. 74), etc. At *Woodsburgh*, on this branch, is a monument to Cullulloo Telawaxana (d. 1815), the last of the Rockaway Indians. — 23 M. *Freeport* (Woodcleft Inn; Grove Park Hotel); 28½ M. *Massapequa* (The Massapequa). — 37 M. **Babylon** (*Argyle Ho.*, $ 3½-4; *Watson Ho.*, $ 3-3½), a small town (2150 inhab.) and seaside resort. — 43 M. *Islip* (Orowoc Hotel; Somerset Ho.); 48 M. *Oakdale*, with the fine estate of Mr. W. K. Vanderbilt. — 52 M. *Bay Shore* (Prospect House), another fashionable resort, is connected by ferry with *Fire Island* (p. 74). — 54 M. **Patchogue** (*Roe's Hotel*, $ 3-4; *Clifton Ho.*, from $ 4; *Ocean Avenue Ho.*, $ 2½-3), with 3000 inhab., is one of the largest summer resorts on the island. *Blue Point*, the S. extremity of *Patchogue Bay*, lends its name to the well-known oysters. — 58 M. *Bellport* (Goldthwaite Ho., $ 2½-3; Wyandotte, Titus Ho., $ 2½) and (66½ M.) *Moriches* (Hotel Brooklyn, $ 2½-3; Beach View, $ 2½; Ocean Ho., $ 2) are two other favourite resorts. — 70 M. *Eastport;* 74½ M. *Westhampton*. — 85½ M. *Shinnecock Hills* is well known as the seat of one of the leading golf-clubs in the United States (18 holes). It takes its name from the Shinnecock Indians, a remnant of whom still occupies a reservation close by. — 89½ M. *Southampton*, sometimes called the 'Newport of Long Island', is the summer home of many wealthy New Yorkers. — 95 M. *Bridgehampton* is the junction of a short branch-line to *Sag Harbor* (Nassau Ho., Sea View Ho., American Ho., $ 2), once one of the chief whaling ports in America. — 101 M. **Easthampton** (*Maidstone Inn*), one of the quaintest and most interesting villages in the state, is visited annually by many artists, who paint its picturesque windmills and other sights. It was the home of *John Howard Payne* (p. 72), and the *Rev. Dr. Lyman Beecher* was pastor here from 1798 to 1810. — The railway ends at (116 M.) *Montauk*, which is about 7 M. from the bold bluffs of *Montauk Point* (lighthouse), the E. extremity of the island. To the N. is Gardiner's Bay (see above), with *Gardiner's Island*, one of the innumerable claimants to being the hiding-place of Capt. Kidd's treasures, and the only one in which treasure was really found.

The only other point on Long Island that need be mentioned is *Flushing*, with about 19,000 inhab., which lies 8 M. to the E. of Long Island City (railway and trolley) and contains the residences of many New Yorkers.

4. From New York to Boston.

a. Viâ New Haven, Hartford, and Springfield.

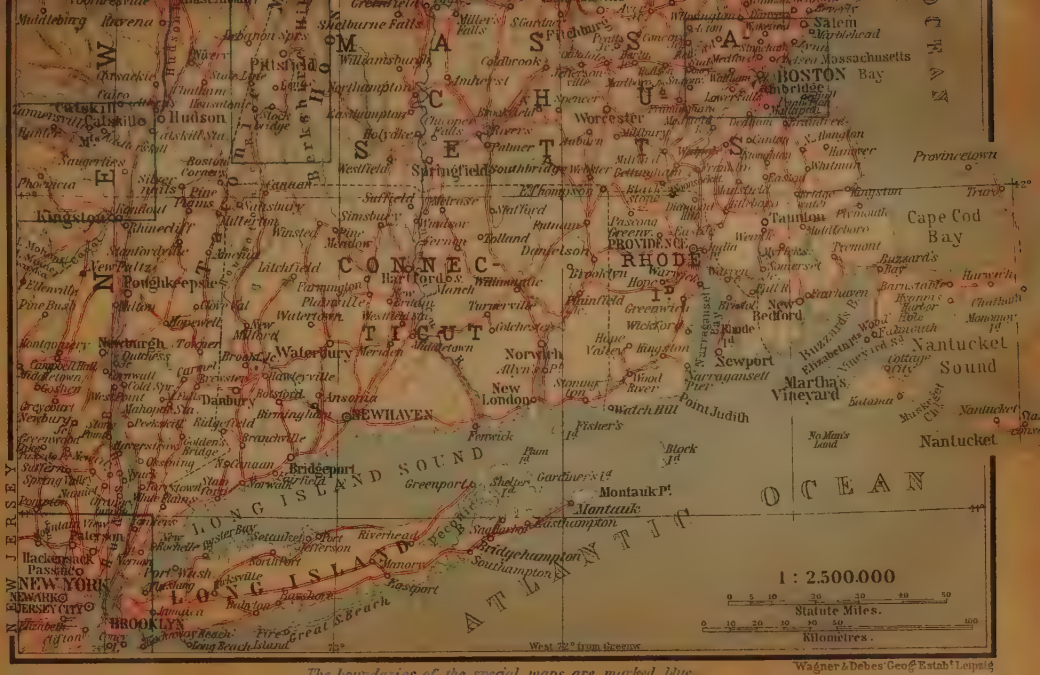
234 M. Railway (*New York, New Haven, and Hartford Railroad* to Springfield; *Boston and Albany Railroad* thence to Boston) in $5^2/_3$-$7^1/_4$ hrs. (fare $5, sleeping-berth $1^1/_2$-2, seat in drawing-room car $1); four express trains daily, including one at night (11 p.m., arriving at 6.40 a.m.). Dining-car on the afternoon train (D. $1) and buffet-cars on other day-trains.

The train starts from the *Grand Central Station* (p. 7), runs through the long tunnels under Park Avenue (see p. 48), crosses the *Harlem River*, and traverses the somewhat unkempt environs of New York. We have a glimpse of *Columbia University* (p. 56) to the left. To the right, at (9 M.) *Fordham*, are the large buildings of the Jesuit *St. John's College* and the cottage occupied by *E. A. Poe* in 1844-49. A little farther on, also to the right, are the Botanical Gardens (p. 66), with their palm-house and museum. To the left lies *Woodlawn Cemetery* (with the large mausoleum of Jay Gould), and beyond (12 M.) *Woodlawn* our line diverges to the right from the N. Y. C. R. R. and skirts *Long Island Sound* (p. 88), which, however, does not become visible for some time. — $16^1/_2$ M. *New Rochelle*, founded by Huguenot refugees in 1686. Thomas Paine (1737-1809) had a farm here, granted to him by New York State, and is commemorated by a monument. *Leland Castle*, on Castle Hill, erected in 1857 and elaborately decorated inside with frescoes and coloured marbles, is now used as a seminary by Ursuline nuns. New Rochelle is also connected with New York by the 'Harlem River Branch' of the N. Y., N. H. & H. R. R. — $18^1/_2$ M. *Larchmont*, a pretty seaside-resort and yachting station. — 24 M. *Rye*, the station for (2 M.) *Rye Beach* (Oxford, $2^1/_2$-4), a summer-resort on the Sound. — Beyond ($25^1/_2$ M.) *Port Chester* we cross the *Byram River* and enter *New England*. — 28 M. **Greenwich** (*Kent Ho.*, $5-7; *Green Court Inn*, near the railway, $3; *Silleck House*, $2^1/_2$-4; *Edgewood Inn*, $1^1/_2$ M. from the station, $5-7; *Held House*, $3, at Indian Harbor, 1 M. to the S.E.), the first station in *Connecticut* (pron. Connéticut; the 'Nutmeg State'), is a small town with 12,271 inhab., pleasantly situated on heights overlooking Long Island Sound. It was settled in 1640 and contains the villas of many New Yorkers.

$33^1/_2$ M. **Stamford** (*Arlington*, $2-3; *Shippan Point Ho.*, finely situated on Shippan Point, $1^3/_4$ M. to the S., $2-3), with 15,997 inhab., is a town of the same age as Greenwich and is also a favourite residence and summer-resort of New York merchants (steamer to New York 35c.). — $41^1/_2$ M. *South Norwalk* (Mahackemo, $2-$2^1/_2$) is the station for ($1^1/_2$ M.; tramway) *Norwalk* (Norwalk House, $2; pop. 6125), another summer-resort, and the junction of a branch-line to Danbury (p. 173). — 51 M. *Fairfield* has a good bathing-beach.

56 M. **Bridgeport** (*Atlantic House*, $2^1/_2$-3; *Windsor*, $2), a

St Albans
Plattsburgh
Burlington
Adirondack
Elizabethtown
Middlebury
Rutland
Whitehall
Caldwell
Saratoga Spr
Ballston
Amsterdam
Schenectady
Troy
Brattleboro
Keene
Manchester
Concord
Portsmouth
Dover
Farmington
Lewiston
Auburn
Portland
Saco
Old Orchard
Kennebunk
Kennebunkport
Sanford
Alfred
Biddeford
Camp Ellis
Sebago Lake
Bridgton
Harrison
Norway
Paris
Fryeburg
Conway
Gorham
Berlin
Lancaster
Colebrook
Chisholm
Canton
Nashua
Milford
Hillsboro
Peterboro
Hancock
Bennington
Williamstown
Montpelier
Woodbury
Barre
Waterbury
Stowe
Jeffersonville
Underhill
Essex Jc
Winooski
Burlington
Shelburne
Charlotte
Hinesburg
Vergennes
Bristol
Lincoln
Starksboro
Monkton
Ferrisburg
Panton
Addison
Orwell
Benson
Fair Haven
Castleton
Poultney
Wells River
Groton
Ryegate
Peacham
Barnet
St Johnsbury
Lyndonville
Sheffield
Wheelock
Danville
Hardwick
Greensboro
Craftsbury
Glover
Irasburg
Newport
Derby Line
Island Pond
Brighton
Norton
Canaan
Beecher Falls
Stratford
Lisbon
Littleton
Bethlehem
Whitefield
Jefferson
Gilmanton
Meredith
Laconia
Tilton
Franklin
Concord
Hillsboro Bridge
Henniker
Bellows Falls
Springfield
Windsor
Woodstock
Hartford
White River Jc
Bethel
Randolph
Chelsea
Williamstown
Northfield
Montpelier


MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
NEW YORK
NEW JERSEY
LONG ISLAND SOUND
ATLANTIC OCEAN
LONG ISLAND
BOSTON Bay
Cape Cod Bay
Nantucket Sound
Martha's Vineyard
Nantucket
Salem
Worcester
Springfield
Hartford
New Haven
Waterbury
Bridgeport
Danbury
Norwich
Newport
New London
Providence
Taunton
New Bedford
Fall River
Pittsfield
Hudson
Kingston
Poughkeepsie
Newburgh
Montauk Pt.
Montauk
Greenport
Sag Harbor
Southampton
Bridgehampton
Riverhead
Patchogue
Jamaica
BROOKLYN
NEW YORK
NEWARK
JERSEY CITY
Hackensack
Paterson
Stamford
Norwalk
Greenwich
Meridan
Middletown
Litchfield
Torrington
Winsted
Hartford
Windsor
Enfield
Willimantic
Putnam
Dayville
Danielson
Thompson
Killingly
Pomfret
Woodstock
Webster
Southbridge
Palmer
Ware
Amherst
Northampton
Greenfield
Shelburne Falls
Williamstown
Pittsfield
Lebanon Springs
Chatham
Kinderhook
Catskill
Hudson
Rhinebeck
Poughkeepsie
Fishkill
Newburgh
Monticello
Middletown
Port Jervis
Milford
Matamoras
Scranton
Wilkesbarre
Binghamton
Owego
Elmira
Corning
Bath
Hornellsville
Olean
Salamanca
Buffalo
Niagara Falls
Rochester
Lockport
Batavia
Canandaigua
Geneva
Auburn
Syracuse
Oswego
Utica
Rome
Oneida
Cortland
Ithaca
Watkins
Penn Yan
Dansville
Mount Morris
Canandaigua
Albany
Troy
Schenectady
Saratoga
Ballston
Glens Falls
Whitehall
Lake George
Lake Champlain
Plattsburg
Ogdensburg
Potsdam
Canton
Malone
Saranac
Adirondack
Mount Marcy
Mount Washington
Provincetown
Plymouth
Duxbury
Scituate
Hingham
Quincy
Dorchester
Roxbury
Cambridge
Charlestown
Lynn
Marblehead
Gloucester
Newburyport
Haverhill
Andover
Lowell
Concord
Framingham
Natick
Dedham
Milton
Taunton
Middleborough
Fall River
Somerset
Swansea
Warren
Bristol
Barrington
Tiverton
Little Compton
Newport
Jamestown
Narragansett Pier
Point Judith
Watch Hill
Block Island
No Man's Land
Martha's Vineyard
Edgartown
Vineyard Haven
Cottage City
Nantucket
Musketicut Pt.
Fishers Island
Plum Island
Gardiner's Id.
Shelter Island
Montauk Pt.
Montauk
Sag Harbor
Eastchester
Southampton
Bridgehampton
Riverhead
Patchogue
Setauket
Port Jefferson
Northport
Oyster Bay
Hempstead
Jamaica
Flushing
Long Beach
Fire Island
Great South Beach
Rockaway Beach
Coney Island
Staten Island
Perth Amboy
Elizabeth
Rahway
Plainfield
Somerville
Flemington
Trenton
Princeton
New Brunswick
Bridgewater
Morristown
Dover
Boonton
Paterson
Hackensack
Passaic
Newark
Jersey City
Hoboken
Weehawken
Bergen
Orange
Montgomery
Newburgh
Poughkeepsie
Hyde Park
Rhinebeck
Kingston
Catskill
Hudson
Athens
Coxsackie
Albany
Troy
Schenectady
Saratoga
Ballston
Glens Falls
Whitehall
Lake George
Lake Champlain
Plattsburg
Ogdensburg
Potsdam
Canton
Malone
Saranac
Adirondack
Mount Marcy
Mount Washington
1 : 2.500.000
0 5 10 20 30 40 50
Statute Miles.
0 10 20 30 40 50 100
Kilometres.
West 72° from Greenw.
The boundaries of the coastal waters are marked blue.
Wagner & Debes' Geogr. Estab.t Leipzig

flourishing city of (1900) 70,996 inhab., lies on an inlet of the Sound, at the mouth of the *Pequonnock River*. It possesses important manufactures of sewing-machines (Wheeler & Wilson, Howe), small-arms, ammunition, carriages, and other articles (total value in 1900, $38,000,000). The winter-quarters of Barnum & Bailey's Circus are at Bridgeport. *Golden Hill*, above the town, with numerous villas, affords good views; and *Seaside Park* contains a Soldiers' & Sailors' Monument and statues of Elias Howe and P. T. Barnum. Bridgeport is the junction of the Berkshire Division of the N. Y. N. H. & H. R. R. (R. 18). Steamers daily to New York (50 c.). — Farther on the train crosses salt-marshes and reaches —

73 M. **New Haven.** — **Hotels.** New Haven House (Pl. a; C, 2), $ 4; Tontine (Pl. b; D, 2), R. from $ 1; Garde (Pl. c; D, 3), near the station, commercial, $ 2-3; Davenport (Pl. d; D, 2), $ 2-2½. — *Rail. Restaurant.* — Cab 50 c. per drive, 2 pers. 35 c. each. — *Post Office* (Pl. D, 2), Church St.

New Haven, the largest city of Connecticut and seat of Yale University, is a well-built city, situated at the head of a bay of (4 M.) Long Island Sound and surrounded by hills. It is known as the 'City of Elms', from the fine trees which shade its streets, and carries on a considerable trade and numerous manufactures (value in 1900, $41,000,000). The town was founded in 1638. In 1800 it had 4049 inhab., and in 1900 it had 108,027.

From the large *Union Depot* (Pl. D, 4), which adjoins the *Harbour*, Meadow Street (electric tramway) leads to the N. to (½ M.) the *Public Green (Pl. D, 1, 2), on which are the *City Hall*, three *Churches*, the new *National Bank* (Pl. 2), and the *Free Public Library* (Pl. 3). At the back of *Centre Church* is a monument to *John Dixwell*, the regicide. At the S.W. corner of the Green is the *Franklin Elm* (Pl. 1), planted in 1790.

In College St., which skirts the W. side of the Green, are most of the substantial buildings of *Yale University (Pl. C, D, 1, 2), which is second in dignity and importance to Harvard alone among the universities of America. Besides the Academic Department, it has schools of Science, Theology, Medicine, Law, Forestry, Music, and Fine Arts, and also a Graduate School.

Yale University (325 instructors and 3000 students) was founded at Killingworth in 1700 and established at New Haven in 1717. It was named in honour of *Elihu Yale* (1648-1721), a native of New Haven, who became Governor of Madras and of the East India Co. He presented it with 400*l*. Perhaps the most eminent of its Presidents were *Timothy Dwight* (1795-1817) and *Theodore D. Woolsey* (1846-71), and the list of its alumni includes Eli Whitney (p. 439), Sam. F. B. Morse, Jonathan Edwards, Noah Webster, Theo. Winthrop (author of 'Cecil Dreeme'), Chancellor Kent, John C. Calhoun, Horace Bushnell, James D. Dana, Ben. Silliman, N. P. Willis, etc.

From the Public Green we enter the university 'campus' or quadrangle by an imposing tower-gateway known as *Phelps Hall*, where a guide may be secured. Among the buildings in the campus are the **Art School* (adm. 25 c.), containing a good collection of Italian, American (historical paintings by Trumbull, etc.), and other paintings and sculptures; *South Middle College*,

the oldest Yale building (1750); *Osborn Hall; Battell Chapel; Vanderbilt Hall; Alumni Hall; Dwight Hall;* and the *College Library*, containing over 360,000 vols., including those left by Bp. Berkeley and MS. works of Jonathan Edwards. The campus also contains statues of the *Rev. Abraham Pierson*, first Rector of Yale (1645-1703), *President Woolsey* (1801-89), and *Prof. Silliman* (1779-1864). The other chief buildings of the University include the **Peabody Museum of Natural History* (Pl. C, 1), at the cor. of Elm and High Sts., in which the mineralogical collections are especially fine; the *Sheffield Scientific School* (Pl. D, 1), consisting of half-a-dozen admirably equipped buildings between Prospect St. and Hillhouse Ave.; the *Gymnasium* (Pl. C, 1), in Elm St.; the *Divinity School* (Pl. D, 1), at the corner of Elm & College Sts.; the *Observatory* (Prospect St.; beyond Pl. D, 1); the *Chemical* and *Physical Laboratories* (Pl. C, 1; Library St.); the *Medical School* (Pl. C, 2; York St.); the *Law School* (Pl. D, 2); the *Vanderbilt Dormitory* (Pl. D, 1); *Woodbridge Hall* (administrative building); *University Hall* (dining hall); **Woolsey Hall* (with large organ); and *Memorial Hall*, these three at the cor. of Grove and College Sts. (Pl. D, 1). The buildings of the *Graduates Club* (Pl. D, 1), the *University Club* (Pl. C, 1), and the *Historical Society* (Pl. D, 1) may also be mentioned. University dramatic performances are given in the *Hyperion Theatre* (Pl. C, 2).

The *Old Burying Ground (Pl. D, 1), in Grove St., at the head of High St., a little to the right of the Green, contains the graves of *Sam. Morse* (1791-1872), *Noah Webster* (1758-1843), *President Timothy Dwight* (1752-1817), *Theodore Winthrop* (1828-61), and *Eli Whitney* (1765-1825). — To the N. from Grove St. runs Hillhouse Avenue (Pl. D, 1), the most beautiful of the elm-shaded streets of New Haven. It ends at what was once *Sachem's Wood*.

Environs. **East** and **West Rocks** are two masses of trap-rock on the plain near the city. The *East Rock* (360 ft.), 2 M. from the Green (tramway via State St.) has been made a public park and is surmounted by a war-monument (restaurant; *View). The *West Rock* (400 ft.), 2¼ M. to the N.W. of the Green (tramway through Chapel St.), ascended with more difficulty, is also a good point of view. Goffe and Whalley, two of the regicides, lay concealed here in the *Judge's Cave*. At *Edgewood*, near the foot of the West Rock, is the home of Donald G. Mitchell ('Ik Marvel'). — **Savin Rock** (*Sea-View Ho.*, $3) is a bold promontory, commanding a view of Long Island Sound (p. 88; tramway from the Green). — Other favourite resorts (tramway) are *Morris Cove* and (3/4 hr.) *Momauguin* (sea-bathing and shore-dinners). — A Steamer plies twice daily from New Haven to *New York* in 5 hrs. ($ 1, return-fare $ 1.50, stateroom $ 1).

From New Haven to Middletown, 24 M., railway in 3/4-1 hr. (fare 60 c.). — This line runs to the E. of the main route described below.

24 M. **Middletown** (*McDonough*, $ 2-3), the junction of the line from Saybrook to Hartford, is a busy town of 9589 inhab., on the *Connecticut River*. It is the seat of *Wesleyan University*, founded in 1831 (322 students; *View from the chapel-tower; good library, with 63,000 vols. and collections of natural history), the *Berkley Divinity School* (Episcopal), and the *State Insane Asylum*.

Middletown is also connected by railway with *Hartford* (p. 79) and *Willimantic* (p. 87; fare 75 c.).

Beyond New Haven the train turns to the left and runs inland (N.). To the left we obtain a good view of the *East* and *West Rocks* (see above). The line follows the *Quinnipiac* valley. 92 M. *Meriden* (Winthrop, $ 2½-4), a town of 28,695 inhab., with important manufactures of silver ware (Britannia Co.), cutlery, tinware, and other goods. — 99 M. *Berlin*, another tinware-making place. At (105 M.) *Newington* we cross the Hartford and Newburg branch (see p. 80).

110 M. **Hartford** (**Allyn House*, $ 3-4½; *Hartford*, $ 2½-4, R. from $ 1; *Capitol*, $ 2-2½; **Heublein*, R. from $ 1; *New Dom*, $ 2-2½; *Rail. Restaurant;* cab 75 c. for 1-2 pers. to any point in the city), the capital of *Connecticut*, is finely situated on the navigable *Connecticut River*, at its confluence with the *Park River*, 50 M. from Long Island Sound. It contains extensive manufactories of steam-engines, small-arms (Colt's Factory), bicycles and automobiles (Pope Manufacturing Co.), etc., and is noted for its powerful insurance companies (assets $ 180,000,000) and for one of the largest savings banks in the United States (deposits at beginning of 1904 upwards of $ 25,000,000). A Dutch fort was established here in 1633, and the town was founded three years later. Its population is (1900) 79,850. — The *Union Depot* is near the centre of the town. To the S.W. of it, beyond the *Park River*, lies **Bushnell Park*, containing the handsome white marble *Capitol, a conspicuous object in most views of the town. The *Senate Chamber* contains a good portrait of Washington, by Stuart. In the E. wing of the groundfloor is a statue of *Nathan Hale* (p. 35), and in the W. wing are the tombstone of *Gen. Putnam* (p. 123) and a statue of *Governor Buckingham* (1858-66). The *Statue of Gen. Putnam*, in the grounds, is by J. Q. A. Ward. Fine view from the *Dome* (250 ft.). The gateway to the park, erected as a *Soldiers' Memorial*, deserves attention. — Following Capitol Avenue to the E. and then turning to the left, along *Main Street*, we reach (right) the Wadsworth Athenæum, containing a gallery of libraries with 140,000 vols., and the collections of the *Historical Society* (9-4). Adjacent are the *Etna Life Insurance Building* and the dignified *Etna Fire Insurance Building* (1904), and a little farther on is the *Post Office*. Opposite is the *Connecticut Mutual Life Insurance Co.* By continuing to follow Main St. in the same direction, we reach (20 min.) the *State Arsenal*.

Near the State House are the *High School*, the *Hartford Orphan Asylum*, and the *Hartford Theological Institute*. — About 1 M. to the S. is *Trinity College*, an E.E. building by Burges of London. — The *Colt Firearms Factory* is in the S.E. part of the city, and near it is the handsome **Church of the Good Shepherd*, erected in memory of Col. Colt, inventor of the revolver, by his wife.

A tablet at the corner of *Charter Oak Place* marks the site of the 'Charter Oak', where in 1687 a colonial gentleman hid the charter of Connecticut (now in the Capitol), to save it from the clutches of Sir Edmund Andros (p. 29). *Charter Oak Park* is famous for its trotting races. — Among other large buildings are the *Retreat for the Insane*, the *Deaf and Dumb Asylum*, the *Old Folks Home*, the *City Hospital*, and **St. Joseph's R. C. Cathedral*. The last is in Farmington Avenue, which, with its continuation Asylum Street, contains many fine private residences.

Among past and present residents of Hartford are *Mr. S. L. Clemens* ('Mark Twain'; 351 Farmington Ave.), *Mr. Charles Dudley Warner* (37 For-

est St.), *Mr. William Gillette*, the actor (just beyond Mr. Warner's house), *Mrs. Harriet Beecher Stowe* (d. 1896), and *Mrs. Sigourney* (d. 1865). — Many pleasant *Drives* may be taken in the vicinity (*Talcott Mt.*, *Tumbledown Brook*, the new *Kenney Park*, perhaps the finest wild park in New England, etc.). — *Steamers* ply daily to *New York* ($ 1½), *Sag Harbor* (p. 75), etc. — An *Electric Tramway* connects Hartford with (17 M.) *Rockville* (fare 20 c.). — Another line runs to (9 M.) *Farmington* (fare 15 c.), a quaint old village with a country-club and a famous school for girls, established by Miss Porter about 1815.

From Hartford to Fishkill Landing, 111 M., *N. Y., N. H., & H. Railroad* in 4½ hrs. — 5 M. *Newington* (p. 78). — 9 M. *New Britain* (Ruswin, $ 2½-3), the birthplace of Elihu Burritt (1810-79), the 'Learned Blacksmith', a busy town with 25,938 inhab., engaged in making locks, jewellery, and hardware. A monument to Burritt, who knew 50 languages and was active in many good causes, is to be erected here. — 14 M. *Plainville.* — 33 M. **Waterbury** (*Waterbury*, $ 2-2½; *Earl*, *Savoy*, *Arlington*, $ 2; large new hotel to be opened in 1935), a prosperous manufacturing town with 45,859 inhab. and the junction of the Naugatuck R. R., is well known for its watches, of which about 600,000 are turned out here yearly by the New England Watch Co. — 57 M. *Hawleyville*; 63 M. *Danbury* (p. 173); 73 M. *Brewster* (p. 68). The line now turns to the N. 98 M. *Hopewell Junction*; 104 M. *Fishkill.* — 111 M. *Fishkill Landing*, see p. 192.

Beyond Hartford (Capitol conspicuous to the right) the train continues to follow the same general direction (N.N.E.), crossing the Connecticut River. (A fine new bridge is now being constructed, just below the railway-bridge, at a cost of $ 2,000,000.) A good deal of tobacco is grown in this part of the valley. Between (127 M.) *Thompsonville* and (132 M.) *Longmeadow* we enter *Massachusetts* (the 'Bay State').

136 M. **Springfield** (*Massasoit House*, $ 3-4, R. from $ 1; *Cooley's*, $ 2½; *Worthy*, R. from $ 1; *New Haynes*, $ 2½; *Railway Restaurant*), a pretty little city on the E. bank of the Connecticut, dating from 1636, carries on a great variety of industries, the most important of which is the manufacture of small-arms. Pop. (1900) 62,059. The United States Armoury, in a park to the E. of the station (reached via State St.), employs about 1300 hands and can turn out 120,000 Springfield rifles annually (apply at office for a pass; no adm. on Sun.). View from tower. The *Arsenal* contains 225,000 stand of arms. During the Civil War 800,000 guns were made here, and during the war of 1898 the ordinary force and output of the Armoury were quadrupled. The **Art Museum* (open free daily, 1-5 in winter, 2-6 in summer), a fine Renaissance building, contains the George W. V. Smith Collection of European and Oriental Art (ceramics, bronzes, rugs, carved ivories, lacquer-work, lace, armour, etc.) and the Horace Smith Hall of Sculpture. The *Science Museum* (open as above) contains a scientific library and collections of natural history. Among the principal buildings are the **Church of the Unity*, *Christ Church*, the *Memorial Church* (N. end of city), the **Court House*, the **Railway Station* (these two designed by H. H. Richardson), the *City Hall*, and the *City Library* (125,000 vols.). A visit may also be paid to **Forest Park* (S.; ponds covered with lotus-

plants), *Stearns Park* (adjoining the Art Museum), *Merrick Park* (adjoining the Public Library and containing the *Puritan, a statue by St. Gaudens), and the two *Cemeteries*. Good views are obtained from *Crescent Hill Road* (S.) and from the bridges. A new boulevard or drive has been constructed along the river-front. — The 'Springfield Republican' is one of the best newspapers in the country.

At Springfield our train joins the Boston and Albany R. R. (p. 171) and turns to the E. (right). Little of interest is passed before Worcester. 151 M. *Palmer* (Rail. Restaurant), a junction of various lines.

190 M. **Worcester** (*Bay State*, $ 2½-4; *Standish*, $ 2½-5; *Commonwealth*, $ 2-2½; *New Park; Rail. Restaurant*; cab 50 c. for each pers., tramways 5 c.), the second city of Massachusetts and 'heart of the Commonwealth', with (1900) 118,420 inhab., occupies a pleasant hill-girt site near the *Blackstone River*. It was founded in 1674. Its manufactures are of a most heterogeneous character, the staples being iron, copper, and steel wire, machinery, envelopes, boots and shoes, looms, carpets, elevators, organs, and pianos (value of manufactured products in 1900, $ 53,349,000 or 10,670,000*l*.).

From the **Union Depot*, by H. H. Richardson, we proceed to the W. through Front St. to (5 min.) the Common, which contains a *War Monument* and a *Memorial of Col. Timothy Bigelow*.

On the W. side of the Common rises the City Hall, an imposing building of white marble, completed in 1898. This faces Main Street, which we at first follow towards the right, to Lincoln Square. Just on this side of the square, to the left, stand the *Court House* and the building of the *American Antiquarian Society (open 9-5, except Sat. afternoon).

This society, one of the leading learned bodies of America, was founded in 1812 by Isaiah Thomas and possesses a valuable library of 115,000 vols. (esp. rich on American subjects) and an interesting collection of relics and Indian antiquities. The collection of newspapers, comprising over 5000 vols., extends from the *Boston News Letter* of 1704 down to the present day.

In Lincoln Sq. stands the old *Salisbury House*, an interesting specimen of a Colonial mansion. In Salisbury St. is the Worcester Art Museum, erected at a cost of $ 100,000, the gift of Stephen Salisbury, and opened in 1898 (2-6; adm. 25 c., free on Sat. & Sun.; closed on Mon.). Among its permanent contents are a complete collection of casts, some valuable paintings and engravings, and the Bancroft Japanese Collection. Loan Exhibitions are held from time to time.

Highland Street, with the *Women's Club* and the *Society of Antiquity*, leads to the W. from Lincoln Sq. to *Elm Park* and (1 M.) *Newton Hill* (670 ft.), which commands an extensive View of the city and its surroundings. — *Salisbury Street* runs N.W. to (1½ M.) *Institute Park*, near which are the huge *Wire Works of the American Steel & Wire Co.* (interesting processes). The old *Bancroft House*, in which George Bancroft (1800-1891), the historian, was born, stood in this street, 1 M. from the square, and its site is marked by a tablet. About ¼ M. farther on is *Bancroft Hill* (720 ft.),

laid out as a public park. — *Belmont St.* leads to the E., between *Millstone Hill* and *Bell Pond*, to (1½ M.) the enormous *State Insane Hospital (1500 patients; *View).

Following Main St. to the left (S.) from the Common, we pass the imposing Post Office (left) and several churches and reach (1½ M.; to the right) the Clark University, opened in 1887. The new *Library Building* was added in 1904. — Main St. ends ½ M. farther on at Webster Square.

From this point *Electric Tramways* run to *Southbridge*, to *Leicester*, and to (12 M.) *Spencer* (Massasoit, $ 2½), connecting with a line to Springfield (p. 80). — A pleasant walk of 2 M. may be taken round *Coe's Pond*, to the W. of Webster Sq.

Among other buildings of interest are the *Free Public Library* (40,000 vols.), Elm St.; the *High Schools;* the *Natural Historical Society's Museum*, Harvard St. (9-5); *All Saints' Church*, Irving St.; the *Polytechnic Institute;* the *Oread Institute* (for girls); *Worcester Academy*, Providence St.; the *Highland Military Academy;* and the *College of the Holy Cross* (R. C.), commandingly situated on *Mt. St. James* (690 ft.), to the S. of the town.

Among the pleasantest excursions from Worcester is that to *Lake Quinsigamond (Island Ho.), a popular resort 2 M. to the E., reached by electric railway. — Not far from the N. end of this lake lies *Shrewsbury*, a pleasant little town with 1676 inhab. and the fine Jubal Howe Memorial Library, erected in 1903.

Beyond Worcester the train makes an abrupt turn to the right (S.) and passes *Lake Quinsigamond* (left; comp. above). — 213 M. **South Framingham** (*Old Colony Ho., Winthrop, Kendall*, $ 2½; pop. 11,000), a manufacturing place and junction of several railways, with a large *Reformatory for Women*.

The railway to (29 M.) Lowell passes (7 M.) *Sudbury*, near which is an old Colonial tavern, the original of Longfellow's 'Wayside Inn'.

Cochituate Lake, to the left, near (217 M.) *Natick* (9488 inhab.), is one of the sources of Boston's water-supply. [From this point on, comp. the Map at p. 116.] To the right of (220 M.) *Wellesley* (Elm Park Hotel, $ 2-2½) are the buildings of **Wellesley College*, one of the best-known colleges for women in the United States, founded in 1875 and situated in a beautiful park (1000 students). — 224 M. *Auburndale* (Woodland Park Hotel, $ 3-5); 225 M. *West Newton;* 227 M. *Newtonville;* 228 M. *Newton*, all included in the wealthy suburban city of *Newton* (33,587 inhab. in 1900). 230 M. *Brighton*, with a large cattle-market and slaughter-houses. To the left is the *Charles River*. The train then skirts the N. end of *Brookline* (p. 116; stat. *Cottage Farm*), affording a good view (left) of the *Charles River*, *Cambridge* (p. 112), *Boston* (with the gilded dome of the State House), and *Charlestown Heights* (p. 115). In entering Boston we pass over the 'Back Bay' (p. 110), with *The Fens* to the right. 233 M. *Back Bay Station* (p. 94).

234 M. *Boston* (South Union Station), see R. 5.

b. Via Providence and the Shore Line.

232 M. N. Y. N. H. & H. Railroad in 5-7 hrs. (fares, etc., as above). The best trains by this route are the 'Bay State Limited' (10 a.m.) and the 'Knickerbocker Limited' (1 p.m.). — Vestibuled trains with through-carriages run on this route between Boston and Washington in 13-14 hrs., the train being carried between Harlem River and Jersey City (see p. 67) by steamboat (D. on steamer $1).

From New York to (73 M.) *New Haven*, see p. 77. The 'Shore Line Division' of the N. Y. N. H. & H. R. R. crosses the *Quinnipiac* and continues to follow the shore of *Long Island Sound*, of which it affords fine views. Beyond (77 M.) *Fair Haven* we pass through cuttings and two tunnels. 82 M. *Branford* (Montowese, Branford Point House, Double Beach House, and several other summer-hotels, $2½-3), with the handsome Branford Library, and (85 M.) *Stony Creek* (Money Island Ho., Brainard Ho., $1½-2) are popular bathing resorts. — 89 M. *Guilford* (Guilford Point Ho., Halleck, $2) was the birthplace of the poet Fitz-Greene Halleck (1790-1867). A house here, dating from 1635, is one of the oldest buildings in New England. — At (105 M.) *Saybrook* (Coulter Ho., $2), near the mouth of the *Connecticut River*, we intersect the Conn. Valley Division, which begins at *Fenwick* (Fenwick Hall, $4), 2 M. to the S., and runs to Middletown, etc. (see p. 78). Beyond Saybrook we cross the wide Connecticut.

124 M. **New London** (*Crocker House, Mohican*, $2½-3½; *Fort Griswold Ho.*, across the river, $3½-4½), a small city on the right bank of the *Thames*, with 17,548 inhab. and an excellent harbour, defended by *Fort Trumbull* (seen from the station) and *Fort Griswold* (on the other side of the river). There is a *Soldiers' & Sailors' Monument* in front of the station. Just above the town is a small *U. S. Navy Yard*. Whaling and sealing are carried on, though by no means on the same scale as of old. The Yale and Harvard boat-race is decided here in June or July, and several other colleges have boat-houses on the Thames. The *Public Library* is handsome.

The *Obelisk* (134 ft. high), which stands out so prominently on the *Groton Heights*, on the E. bank of the river (ferry 4c.), was erected to commemorate the burning of the town by Arnold and the massacre of Fort Griswold on Sept. 6th, 1781 (°View from the top; adm. 10c.). — At the mouth of the Thames, 3 M. from New London, is the *Pequot House* (from $4½), a favourite resort (steamer from New London). — Steamers also ply from New London to *White Beach*, Newport (p. 89), Block Island (see below), Norwich (p. 88), Fisher's Island (p. 84), Shelter Island (p. 75), Sag Harbor (p. 75), New York ($1½-2¼), etc.

Block Island (*Ocean View*, $3½-5; *Spring Ho.*, *Monissos*, $3½; *National*, $2½-3½; *Eureka*, *New Adrian*, $2½-3; *Hygeia*, $2-3, etc.), an island 8 M. long and 2-4 M. broad, situated 10 M. from the coast of Rhode Island, is a much-frequented summer-resort (mean summer temp. 73°). It is also reached by steamer from New York direct and from Providence and Newport (comp. p. 89).

From New London to Brattleboro, 121 M., *New London Northern R.R.* (a branch of the Central Vermont R.R.) in 5 hrs. — 13 M. *Norwich*, see p. 88; 30 M. *Willimantic* (p. 87); 65 M. *Palmer*. — 85 M. **Amherst** (*Amherst Ho.*, $2½-4), with 5000 inhab., is chiefly interesting as the site

of Amherst College, one of the leading educational institutions of New England (founded in 1821; 400 students). Among the chief buildings of the college are the *Memorial Chapel*, *Walker Hall*, the *Library* (80,000 vols.), the new *Observatory*, the *Chemical* and *Physical Laboratories*, *Appleton Cabinet*, and the *Gymnasium*. Its collections of Assyrian sculptures, minerals, casts, meteorites, and prehistoric tracks of animals in stone are of great importance. Amherst is also the seat of the *Massachusetts Agricultural College*. The *Amherst Mountain Club* was formed in 1903 to perform for the mountains of W. Massachusetts functions similar to those of the Appalachian Club (p. 159). Amherst was the home of the poetess *Emily Dickinson* (1830-86). — 100 M. *Miller's Falls* (p. 172); 109 M. *Northfield* (The Northfield, $ 2-3), the home of the evangelist Dwight L. Moody (d. 1899), with permanent schools and annual religious conferences; 111 M. *South Vernon* (p. 182). — 121 M. *Brattleboro*, see p. 182.

We now cross the Thames, by a huge swing-bridge (view), to (127 M.) *Groton* (p. 83). — 138 M. **Stonington** (*Columbia*, $ 2), a quiet town with 8540 inhab., is the terminus of the 'Stonington Line' of steamers from New York (see p. 87).

Steamers ply daily from Stonington to (4 M.) *Watch Hill* and *Fisher's Island*. — **Watch Hill** (*Watch Hill Ho.*, *Ocean*, *Larkin*, $ 4; *Plympton*, *Atlantic*, *Columbia*, $ 3) is a sea-bathing place at the S.W. extremity of Rhode Island (comp. below), commanding fine views. — **Fisher's Island** (*Munnatawket Hotel*, *Mansion House*, $ 4; *Mononotto Inn*, $ 3½; *Hoffort Cottages*, $ 2-3) is a long narrow island, close to the shore, frequented for bathing and fishing.

Beyond Stonington the train enters *Rhode Island*, the smallest state in the Union ('Little Rhody'; 50 M. by 40 M.), but first in the proportion of manufactures to population. We cross the *Pawcatuck* and reach (144 M.) *Westerly* (Dixon Ho., $ 2½-3), whence an electric tramway runs to *Watch Hill* (see above). Between (155 M.) *Carolina* and Kingston the train passes through the famous *Cedar Swamp (Narragansett Fort)*, where King Philip and his Indians were almost annihilated in Dec., 1675. — 161 M. *Kingston*, the junction of a line to (9 M.) *Narragansett Pier*.

Narragansett Pier (*Imperial*, $ 4-8; *Gladstone*, *New Matthewson*, *Green's Inn*, $ 4-6; *Atwood*, *Revere*, $ 3-5; *Tower Hill*, on Narragansett Heights, $ 2-3; *Metatoxet*, *Massasoit*, *Atlantic*, $ 2½-3½; *Arlington*, $ 2-3½, and many others; also *Lodging* and *Boarding Houses*), second only to Newport among the Rhode Island seaside-resorts, has a splendid beach and good opportunities for boating, fishing, and driving. Good views are obtained from *Narragansett Heights* (200 ft.) and the top of *Hazard's Castle* (165 ft.). Among the other attractions is a large *Casino*. The rocks are fine both in form and colour. *Point Judith* (p. 89) lies 5 M. to the S., and at *Hammond's Mills*, 7 M. to the N., is the house in which *Gilbert Stuart* (p. lxxxv) was born in 1755. *Commodore Perry* (1785-1819; p. 91) was a native of Narragansett. Steamers ply daily to Newport (p. 89) and Providence (see below).

168 M. *Wickford Junction*, for (3 M.) *Wickford*, whence steamers ply daily to Newport (comp. p. 89).

188 M. **Providence.** — *Hotels:* Narragansett, cor. Weybosset St. and Dorrance St., $ 3-6; Crown, Weybosset St., R. from $ 1, well spoken of; Dorrance, Westminster St., R. from $ 1; Newman, Aborn St., R. from $ 1. — *Electric Tramways* through the chief streets. — *Steamers* to New York, Newport, Bristol, Fall River, Block Island, etc. — *British Vice-Consul*, Mr. George A. Stockwell.

Providence, the capital of Rhode Island and the second city in New England, with (1900) 175,597 inhab., is pleasantly situated

on *Providence River* (the N. arm of Narragansett Bay), at the influx of the *Seekonk River*.

Providence was founded by Roger Williams in 1636, after his expulsion from Massachusetts. It carries on important manufactures of cotton and woollen goods, steam-engines (Corliss Co.), silver-plate (Gorham Co.), machinery (Brown & Sharpe Manufacturing Co.), jewellery, iron, etc. (total value, in 1900, $ 88,168,897 or 17,633,779*l*.).

Near the large *Union Railway Station* (1897), in the centre of the town, stands the handsome *City Hall*, with a medallion of Roger Williams on the façade (*View from the tower). In front is a *Soldiers' & Sailors' Monument*, and facing this, at the other end of Exchange Place, is a *Statue of General Burnside* (1824-81). Westminster Street, the chief business-thoroughfare, runs hence towards the S.W., and from it an *Arcade*, 225 ft. long, leads to the left to Weybosset St. — A little to the N. of the station stands the **State House*, a huge Renaissance structure of Georgia marble and white granite, finished in 1903, and surmounted by a dome. Among the other prominent buildings are the new *Post Office*, the *Roman Catholic Cathedral*, and the *Rhode Island Hospital*. The handsome *Public Library*, opened in 1898, occupies the block bounded by Washington, Greene, and Fountain Sts. — The most interesting part of the town, however, lies on the E. side of the Providence River, reached by a bridge near the Union Depot. Just beyond the bridge, at the corner of College St. and Benefit St., is the *County Court House*, next to which is the *Athenaeum*, containing a library of 60,000 vols. and some interesting portraits (one by Sir Joshua Reynolds) and a small painting on ivory by Malbone ('The Hours'). The *Rhode Island School of Design*, which was extended in 1903 by the opening of the Metcalf Memorial Hall in Benefit St., is one of the only three schools in the country with a textile department (comp. p. 94, 270).

About $^1/_4$ M. up the hill (cable-car on College St.) are the buildings of Brown University (950 students), founded in 1764, in a campus shaded with fine old elms and entered by tasteful memorial gates. *University Hall*, the oldest part, dates from 1770. The *Ladd Observatory* stands on Tip-Top Hill. To the N., at the corner of Waterman St. and Prospect St., is the *University Library* (150,000 vols.), and next to it is the hall of the *Rhode Island Historical Society*, with interesting relics. The *John Carter Brown Library*, to the S. of Wilson St., contains one of the best collections of American Literature in the country. The large new *Rockefeller Hall* is the seat of the *Brown Union*. Near by, in Meeting St., is the *Brown Women's College*, with 200 students. — *Prospect Hill Terrace*, near the University, commands a fine *View of Providence.

Among the interesting old buildings in Providence are the *Friends' Meeting House* (1759); the *First Baptist Church*, originally founded by Roger Williams and the oldest Baptist Church in the country; the *Ives House*, at the corner of Brown St. and Power St.,

near the University, with an interesting portico; the *Tillinghast House* (1710); the *Hopkins House* (1750); the *John Brown House*, Power St., cor. of Benefit St., a fine example of its date (1786); the *Whipple House*, Abbott St. (ca. 1660); and the *Betsy Williams House* (1775), Roger Williams Park.

At the S. end of the town is the *Roger Williams Park*, containing a statue of Roger Williams (1607-83). On the Seekonk River, near the E. end of Power St., enclosed by a railing, is the *State* or *What Cheer Rock*, the first landing-place of Roger Williams.

Among the pleasant points in the environs of Providence are *Cranston*, 4 M. to the S.W., with the Narragansett Trotting Park; *Mount Hope*, seat of King Philip (p. 84), near (14 M.) *Bristol* (see below), on the E. shore of Narragansett Bay; *Hunt's Mill* (3 M.); *Pawtucket*, *Silver Spring* (clam-bakes), *Crescent Park* (clam-bakes, variety performances, etc.), *Rocky Point* (clam-bakes), and other places on Narragansett Bay. **Bristol** (*Belvedere*, $ 3), with many quaint and pleasant old houses, carries on yacht-building and the manufacture of rubber goods. The Herreshoff Yards here produced the 'Columbia', 'Reliance', and other famous defenders of the International Yacht Cup. Pop. (1900) 6901. — The sail down *Narragansett Bay* to Newport (there and back 75 c.) is very attractive (comp. p. 94). — Steamer to *New York* ($ 3-3½), see p. 87.

From Providence to Worcester, 43½ M., railway in 1¼-1¾ hr. — This line ascends the pretty industrial valley of the *Blackstone*. At (7 M.) *Lonsdale* are the grave and monument of *William Blaxton* (see p. 99; to the right). 16 M. *Woonsocket* (pop. 28,200). — 43½ M. *Worcester*, see p. 81.

From Providence to Boston we follow the 'Old Colony Division' of the N. Y. N. H. & H. R. R. 193 M. *Pawtucket*, a city with 39,231 inhab. and large thread and other mills, was the place where cotton-manufacturing was introduced into the United States by Samuel Slater in 1790. The Slater Mill is still standing. — 201 M. *Attleboro*, in Massachusetts, with manufactories of plate and jewellery; 208 M. *Mansfield*. About 2 M. from (215 M.) *Sharon* (The Sharon, $ 2½) lies *Massapoag Lake* (Massapoag Hotel, $ 3-4). 218½ M. *Canton Junction*. — 223 M. *Readville* (p. 87), with its well-known trotting-track, where a mile was trotted in 2 min. for the first time in Aug., 1903 (by 'Lou Dillon'; comp. p. xcvi). Readville is the nearest station for an ascent of *Great Blue Hill* (650 ft.), the highest of the *Milton Hills* (p. 116; fine view), now part of a State Reservation of 4230 acres. At the top is an observatory, well known to the scientific world. — The train approaches Boston through (224 M.) *Hyde Park* and the suburbs of *Jamaica Plain* and *Roxbury*. 231 M. *Back Bay Station* (p. 94).

232 M. *Boston* (South Union Station), see R. 5.

c. Viâ Hartford and Willimantic.

228 M. New York, New Haven, and Hartford R. R. in 6 hrs. (fares as above).

From New York to (110 M.) *Hartford*, see R. 4a. Beyond Hartford this line diverges to the right from that to Springfield (p. 80) and crosses the *Connecticut River*. 119 M. *Manchester*; 122½ M.

Vernon, the junction of a line to *Melrose* and Springfield (p. 80). — 142 M. **Willimantic** *(Plaza*, $ 2-2½; *Hooker Ho.*, $ 2; *Rail. Restaurant)*, a manufacturing borough on the river of the same name, with 8937 inhab., is the junction of the Central Vermont R. R. (see p. 83). — 167 M. *Putnam*, the junction of lines to Worcester (p. 81) and Norwich (p. 88). 175 M. *East Thompson*, the junction of a line to *Webster* and *Southbridge*. We now enter *Massachusetts*. 181 M. *Blackstone Junction;* 193 M. *Woonsocket Junction;* 201 M. *Franklin;* 203½ M. *Walpole*. Beyond (219 M.) *Readville* (p. 86) we cross the *Charles River*. 223½ M. *Dorchester*, a suburban district of Boston. The train crosses the *South Bay*, passes the suburban stations of (225½ M.) *Dudley Street* (p. 96) and (227¼ M.) *South Boston*, and enters the S. Union Station at —

228 M. *Boston* (see R. 5).

d. By Steamboat.

1. Steamboat to *Newport* and *Fall River* in 10-12 hrs. (Pier 19, N. River, foot of Warren St.); Railway thence to *Boston* in 1⅓ hr. (through-fare $ 4; stateroom, usually with two berths, $ 1-5).

2. Steamboat to *Stonington* in 8-10 hrs. (Pier 40, N. River) and Railway thence to Boston in 2¾-3¼ hrs. (fares as above). Passengers need not leave their staterooms at Stonington till 7 a.m.

3. Steamboat to *New London* ('Norwich Line') in 9-10 hrs. (Pier 40, N. River) and Railway thence to *Boston* in 3-4¼ hrs. (fares as above).

4. Steamboat to *Providence* in 10-12 hrs. (Pier 18, N. River; in summer only) and Railway thence to *Boston* in 1¼ hr. (fares as above).

The steamers on all these lines are well fitted up and contain good restaurants, etc.; those of the Fall River Line ('Priscilla', 'Puritan', 'Plymouth', and 'Pilgrim') are especially large and luxurious (comp. p. 9). All run at night, leaving New York about 5 or 6 p.m., and all proceed through Long Island Sound, so that one general description suffices. Each line runs directly to its terminus, without intermediate stoppages. Cabin-berths are included in the fares on all night-steamers, but state-rooms are extra. Fares are reduced 25 per cent. in winter. Meals are served à la carte on all steamers. Bands play on the Providence and Fall River boats. The trains in connection are timed to reach Boston about 6-9 a.m. The hours in the reverse direction are similar.

5. The Steamers of the Joy Line (Pier 35, East River) run weekly all the way between New York and *Boston*, leaving the former at 6 p.m. on Sat. and the latter (Atlas Stores) on Wed. at 5 p.m. (fare $ 3, including berth; stateroom $ 1-2; meals 50 c. each). The voyage occupies 26 hrs. Steamers of this line also ply daily from New York to *Providence* in 14 hrs. (fare $ 2), whence we may go on to Boston by railway as above.

The steamers of all the lines (except No. 5) start in the North River (p. 29) and proceed round the Battery (p. 30), affording fine views of the city and harbour. To the right lie *Ellis*, *Liberty*, and *Governor's Islands* (p. 3). Passing the last, we bend to the N., enter the *East River* (p. 29), and pass under the stupendous *Brooklyn Bridge* (p. 36), which is seen to great advantage from the steamer's deck. Beyond the bridge, to the right, opens *Wallabout Bay*, with the *U. S. Navy Yard* (p. 71). On both sides are wharves crowded with shipping. The tower-foundations of the new *Manhattan Bridge* may be seen to the right and left, and farther up we pass under the

new *Williamsburg Bridge* (p. 37), steer between *Blackwell's Island* (p. 66; new bridge in progress) and *Long Island City* (p. 73), and then thread *Hell Gate* (p. 66), with *Ward's Island* and *Randall's Island* (p. 66) to the left.

We now leave the East River and enter **Long Island Sound,** which extends for a distance of 115 M. between *Long Island* (see p. 73) on the right and the coasts of New York and Connecticut on the left. Its width varies from 3 M. to 30 M. As we enter the Sound, we pass *Berrian's Island*, the *Brothers*, and *Riker's Island*. To the right is *Flushing Bay*, with the town of *Flushing* (p. 75). The steamer threads a narrow channel, passes *Throgg's Neck* (with Fort Schuyler; to the left), and enters a wider part of the Sound. *Little Neck Bay*, to the right, is famous for its clams. Among the islands which conceal the mainland-coast here are *City Island*, *Hart's Island* (with the paupers' cemetery of New York), and *Hunter's Island*. *Glen Island*, near *New Rochelle* (p. 76), is a favourite picnic-resort (see p. 27). On *Sand's Point*, to the right, is a lighthouse (fixed white light). Among the chief points on the mainland farther on are *Greenwich* (p. 76), *Norwalk* (p. 76), *Bridgeport* (p. 76), *New Haven* (p. 77), and *Saybrook* (p. 83), at the mouth of the Connecticut River. The lights passed are *Captain's Island* (fixed white), *Stratford Lightship* (flash white), *Falkner's Island* (revolving white), and *Cornfield Lightship* (fixed red), to the left; and *Eaton's Neck* (fixed white), *Plum Island* (revolving white), and *Little Gull Island* (fixed white), to the right. We are here about 7 hrs. out from New York. The NORWICH STEAMER now heads for shore, enters the Thames, and stops at *New London* (p. 83), where passengers disembark and proceed by train to Boston (see below).

FROM NEW LONDON TO BOSTON, 108 M., railway in 4-5 hrs. The train follows the bank of the *Thames* (view to the right). — 8 M. *Mohegan*, with a handful of half-breeds who represent the 'last of the Mohicans' (comp. below).

13 M. **Norwich** (*Wauregan Ho.*, $2-2½; *Buckingham*, $2), an attractive manufacturing city with 17,250 inhab., pleasantly situated between the *Yantic* and *Shetucket*, which here unite to form the Thames. Among its chief buildings are the *Court House*, the *Free Academy*, and *St. Patrick's Cathedral*. The *Slater Memorial* contains a fine collection of drawings and photographs of masterpieces of art, casts, a library, etc. The old *Indian Cemetery*, in Sachem St., has been the burial-ground of the Mohicans or Mohégans from time immemorial, and contains an obelisk to their famous chief Uncas (d. 1683). On *Sachem's Plain*, near *Greenville* (1¾-2 M. from Norwich), another monument marks the spot where Uncas captured and executed Miantonomoh, Sachem of the Narragansetts (1643).

Steamers run from Norwich to New York (twice weekly), Watch Hill (p. 84), Block Island (p. 83), Fisher's Island (p. 81), and other points.

At Norwich our line diverges to the right from the Central Vermont R. R., which runs to *Brattleboro*, etc. (comp. p. 83). 14½ M. *Greenville* (see above). At (20 M.) *Plainfield* we intersect the Worcester division of the N. Y. N. H. & H. R. R. About 4 M. to the W. of (38 M.) *Danielson* is *Brooklyn*, the home of General Israel Putnam (see p. 123). At (47 M.) *Putnam* (p. 87) we join the main line of the N. Y. N. H. & H. R. R. Hence to (108 M.) *Boston*, see R. 4c.

The STONINGTON STEAMER passes the mouth of the Thames,

runs inside *Fisher's Island* (p. 84), and reaches its landing-place at *Stonington* (see p. 84), while the Fall River and Providence Steamers keep on their course outside of Fisher's Island.

From Stonington to *Boston* (94 M., in 2¾-3¾ hrs.), see R. 4c.

We now pass out of Long Island Sound, *Montauk Point* (p. 75) lying nearly due S. To the left, beyond Fisher's Island, is *Watch Hill* (p. 84; fixed white light), while *Block Island* (p. 83; light) lies off to the right as we begin to bend towards the N. The revolving white light of *Point Judith*, 5 M. to the S. of Narragansett Pier (p. 84), next shows ahead, to the left; and in rounding this headland, if anywhere, we may experience a little rough weather. Passing *Narragansett Pier* (p. 84; left), we keep to the right of the *Beaver Tail Light* (fixed white), on *Conanicut Island* (p. 93), steer between *Goat Island* (with *Fort Wolcott;* left) and the mainland (*Fort Adams;* right), and enter Newport harbour.

Newport. — **Hotels.** Ocean House, burned down in 1898 and not yet rebuilt; 'New Cliffs Hotel, with view of the sea, from $ 5; Aquidneck House, Pelham St., $ 4; Sea View, Sea View Ave., from $ 4; Perry House, commercial, $ 2½-3½. Few of the hotels of Newport compare favourably with those of other large watering-places, as the fashionable visitors reside almost entirely in the so-called 'Cottages' or in Boarding Houses, such as the *Muenchinger King & Hill Top Cottage* (fashionable; from $ 5 a day), the *Fairview*, and *Robbinson's*. — *Gunther's Restaurant*, 3 Bath Road.

Electric Tramways run from Commercial Wharf and Broadway to Easton's Beach (5 c.), passing near Washington Sq.; also to Morton Park and 'One Mile Corner', connecting with line to Stone Bridge and Fall River. *Public Brakes* or '*Barges*' run from Washington Sq. (also from rail. stat. and wharves) along Bellevue Ave. to *Bailey's Beach* (10 c.); also from Bailey's Beach round the *Ocean Drive* (50 c. each). — *Hack* (bargaining advisable) about $ 1 per hr.; round the Ocean Drive (1-4 pers.) $ 3-5; from the wharf or station to the hotels 50 c. (1-2 pers.). *Hotel Omnibus* 50 c.

Bathing. The use of bathing-cabin and costume at *First* or *Easton's Beach* costs 25 c. Full costume obligatory. The popular hour is 11-12.

Boats may be hired at Kinsley's, Long, and Spring Wharves. Newport is a favourite port for *Yachts* and *Yacht Racing*.

Steamboats ply frequently to *Block Island*, *Conanicut Island*, *Narragansett Pier*, *Providence*, *Wickford*, etc., starting from the Commercial Wharf. The *New York* steamer ($ 3) starts at the Old Colony Wharf.

Railway Station (for Boston, etc.), West Marlborough St., below Washington Sq. Another route to Boston (and also to New York) is by steamer to *Wickford* and thence by rail viâ *Wickford Junction* and the *Shore Line* (comp. p. 84).

Casino, Bellevue Ave. Concerts 11 a.m. to 1.30 p.m. (50 c.), and on Sun. 8-10 p.m. (25 c.); music and dancing on Mon. & Frid., 9.30 p.m. to 11.30 p.m. ($ 1); adm. at other times 25 c. — The *Harbour Fête*, sometimes held in Aug., is attended by a brilliant illumination of the town, waterfront, and shipping.

Post Office, at the corner of Thames and Franklin Sts., at the head of Commercial Wharf.

Principal Attractions. Those who have but one day to spend at Newport should make their way to the *First Beach* (p. 91), viâ *Touro Park* and the *Old Mill* (p. 90); walk hence by the *Cliff Walk* (p. 91) to *Bailey's Beach* (p. 92); and then take the *Ocean* or *Ten Mile Drive* (p. 92). Other interesting points are *Purgatory* (p. 91), the *Hanging Rocks* (p. 91), and *Second Beach* (p. 91).

Newport, the undisputed 'Queen of American Seaside Resorts',

occupies a low plateau near the S.W. extremity of *Rhode Island* (see p. 93), rising from a fine harbour which opens on the E. side of Narragansett Bay. It contains (1900) 22,000 inhabitants. This population is, however, very largely increased in summer (June-Sept.), when visitors flock to the town from all parts of the United States, taking up their abode for the most part in the luxurious country-houses and private villas known here as 'cottages'. The older part of the town adjoins the harbour, but the new and fashionable quarters lie higher up and farther back, extending across to the ocean side of the narrow island.

The chief reason of Newport's popularity is said to be its balmy and equable climate, but the natural beauty of its cliffs and surroundings would alone justify its reputation. The fashionable people of the whole N.E. part of the United States spend the early months of summer here as regularly as they pass the later amid the Berkshire Hills (p. 174).

Newport was settled in 1639 by William Coddington and other dissenters from the Puritan church of Massachusetts, and a century later had about 5000 inhabitants. In 1770 Newport was surpassed by Boston only in the extent of its trade, which was considerably greater than that of New York. About this time a visitor to New York wrote back to the 'Newport Mercury' that at its present rate of progress New York would soon be as large as Newport. It suffered greatly during the Revolution, however, and never recovered its commercial importance, so that in 1870 its population was no larger than in 1770. During part of the Revolutionary struggle Newport was occupied by the French allies of the Americans, who were so favourably impressed with Rhode Island, that they sought to have it ceded to France. *Wm. Ellery Channing* (1780-1842) was a native of Newport, and *Bishop Berkeley* (1684-1753) lived here from 1729 to 1731 (see p. 91).

The central point of Old Newport is Washington Square or the Parade, within a few minutes' walk of the railway-station and steamboat-wharf. Here are the *State House* (1738-43; with portrait of Washington, by Stuart), the *City Hall*, a *Statue of Commodore O. H. Perry* (1785-1819), the hero of Lake Erie (p. 330), the *Perry Mansion*, and the *Roman Catholic Church* (with an Ionic portico).

Among other structures in the business quarter are the *Newport Trust Company*, at the head of Commercial Wharf, opposite the Post Office (p. 89); the *Armoury of the Naval Reserves*, a little farther along Thames St.; and the *Theatre*, in Broadway.

Following Touro St. to the E., we pass (left) the *Synagogue* (1762; said to be the oldest in the United States), the *Newport Historical Society* (10-4; interesting relics), and (5 min.) the picturesque *Hebrew Cemetery*. Touro St. ends here and Bellevue Avenue, the fashionable promenade, begins, running to the S. (right). To the right is the *Newport Reading Room*. A little farther on, to the left, is the *Redwood Library* (1748), a Doric building, containing 40,000 vols. and some sculptures and paintings (open 12-2). The fine *Fern-leaf Beech*, at the corner of Bellevue Ave. and Redwood St., should be noticed. Nearly opposite this is **Touro Park**, given to the town by Judah Touro (1775-1854), one of the numerous wealthy Hebrews who at one time lived in Newport. In this park stands one of the most interesting relics of Newport, the **Round Tower* or *Old Stone Mill*, the origin of which is still

somewhat of a mystery, though the inferential evidence is pretty strong that it was built by Gov. Arnold in the 17th cent. and not by the Norsemen in the 11th. Arnold certainly describes it in his will as 'my stone-built wind-mill', and there is no doubt that it was used in this capacity, though Longfellow treats it more respectfully in his 'Skeleton in Armor'. The park also contains statues of *M. C. Perry* (1794-1858) and *W. E. Channing* (p. 90; erected in 1893); and on its S. side stands the *Channing Memorial Church.*

A few hundred paces farther on, *Bath Road* (electric tramway) leads to the left from Bellevue Ave. to the (10 min.) First Beach.

Bellevue Avenue soon passes the *Casino* (left), a long, low, many-gabled building, containing a club (introduction necessary), a theatre, etc. (concerts, see p. 89). The Lawn Tennis Championship of America is decided in the courts attached to the Casino (Aug.). A little farther on, on the same side, stood the *Ocean House* (p. 89). The avenue then passes between a series of magnificent villas, among which are conspicuous the *Berwind House* (to the right, at the corner of Dixon St.) and the white marble house and wall, built by *Mr. W. K. Vanderbilt* but now owned by *Mrs. O. H. P. Belmont* (to the left, about 3/4 M. farther on). The avenue then turns sharply to the right and ends at *Bailey's Beach* (p. 92).

First or **Easton's Beach**, a strip of smooth hard sand, 3/4 M. long, affords some of the best and safest surf-bathing on the Atlantic coast. Besides the bathing-houses (see p. 89) there is a handsome pavilion, containing a restaurant and hot and cold baths. Behind the beach lies *Easton's Pond*, and at its farther (E.) end is a group of cottages. *Easton's Point*, forming the E. barrier of the beach, affords an excellent view of Newport.

From the E. end of the beach a road leads round Easton's Point to (3/4-1 M.) **Purgatory**, a curious fissure in the conglomerate rocks, 150 ft. long, 7-14 ft. wide, and 50 ft. deep, resembling the so-called Chasms, near Manorbier in S. Wales (see *Baedeker's Great Britain*). Numerous legends attach to it, one relating how a youth leaped it at the challenge of his lady-love and then renounced her in the spirit of the hero of 'The Glove' by Schiller: 'Not love it is, but vanity, sets love a task like that'. Just beyond Purgatory is *Sachuest* or *Second Beach*, where the surf is much heavier than at Easton's Beach. To the N. of Sachuest Beach is *Paradise Valley*, with the picturesque *Paradise Rocks*, ending in the *Hanging Rocks*, below which Bishop (then Dean) Berkeley was wont to sit. Here, it is said, he composed his 'Alciphron, or the Minute Philosopher', and also the lyric containing the much-quoted verse: —

> 'Westward the course of empire takes its way,
> 'The first four acts already past,
> 'A fifth shall end the drama with the day,
> 'Time's noblest offspring is the last.'

Bishop Berkeley's residence *(Whitehall)*, in Berkeley Ave., to the N. of Paradise Road, is not far off; it has been restored lately and is shown for a small fee. Those who have come thus far by carriage (the road passes near the beaches) may continue along *Indian Avenue* to *Boothden*, once the residence of Edwin Booth.

At the W. end of Easton's Beach begins the famous ***Cliff Walk**, which runs along the winding brow of the cliffs for about 3 M., with the ocean on one side and the smooth lawns of the handsomest 'cottages' in the town on the other (fine views). No fences intervene between the walk and the cottage-grounds. Passing the *Chanler*

House and two groups of smaller cottages, clustered round a central hotel (New Cliffs Hotel), we soon reach the finely kept enclosure of the *Gammell Family*, containing several villas. At the end of it are the '*Forty Steps*', descending to the rocks, with an outlook platform commanding a fine *View (to the E., Easton's Point, Sachuest Point, and West Island in the distance; below, to the right, *Ellison's Rocks*). Crossing *Narragansett Avenue*, which leads from this point to Bellevue Ave. (p. 91), we enter the *Robert Goelet Place*, and beyond *Webster Street* we pass the *Ogden Goelet House*, a reproduction of a country-house in England. A little farther on we pass the **Twombly-Lorillard-Wolfe Cottage*, a long many-gabled red building, in which the low rambling style of architecture developed in the Newport cottage is seen to great advantage. The next house is that of *Mr. Cornelius Vanderbilt*, an imposing structure with a rustic summer-house on *Ochre Point*, where we turn to the right (W.). Farther on we cross *Marine Avenue*, and enter the grounds of *Mr. Perry Belmont*, adjoining which lay the enclosed rose-garden of the late *George Bancroft* (1800-1891), the historian. Beyond the red villa of *Mr. J. J. Astor* we pass the white marble palace built by *Mr. William K. Vanderbilt* (see p. 91), a magnificent dwelling, but hardly in keeping with the *genius loci*. Passing *Sheep Point*, the path descends to a lower level. Opposite the picturesque stone house of *Mr. F. W. Vanderbilt* we cross a small rocky bridge. To the left is *Rough Point*. We then cross the *Ledge Road*, leading from Bellevue Ave. to the *Land's End* (with *Ex-Governor Lippit's House*), off which lies *Coggeshall's Ledge*. Crossing the hill, we finally reach **Bailey's Beach**, a small bay with a long row of bathing-houses, which has become the fashionable bathing-resort of the Newport cottagers.

From Bailey's Beach we either return to town by one of the 'barges' running along Bellevue Ave. (p. 91), or we may begin the beautiful **Ocean Drive**, which skirts the coast of the peninsula to the S. of the town for about 10 M., commanding magnificent views (2-2½ hrs.; comp. p. 89). *Ocean Avenue*, forming the first part of the drive, begins at Bellevue Ave. and runs to the W. past Bailey's Beach. To the left, at the W. arm of the beach, is the *Spouting Rock*, where the water, after a storm, rushes through an opening in the rock and is forced to a height of 40-50 ft. At *Lily Pond* we turn to the left (S.). Looking over the bay to the left, we see *Gooseberry Island*, with the house of the *Newport Fishing Club*. We now cross a bridge over a small inlet and see to the left, on *Price's Neck*, the *United States Life-Saving Station*. At *Brenton's Point* (*View) the road turns to the right and runs towards the N., soon passing *Castle Hill*, the residence of Prof. Alex. Agassiz, and several other villas. We then turn again to the right, with the ocean behind us, and soon turn to the left into *Harrison Avenue* or the *Fort Road*. To the right lie the *Golf Links* and *Club House*. On the point to the left, projecting into Narragansett Bay, stands *Fort Adams* (p. 93), and

ahead of us lies Newport Harbour. To the left are the house of *Mr. E. D. Morgan* and some other fine 'places'. On a rocky islet to the left is the *Lime Rock Lighthouse*, in charge of Ida Lewis, the 'Grace Darling' of America. Turning again towards the bay, we follow the road skirting the harbour, and regain the Parade (p. 90) through *Thames Street*, the chief business-street of the old town (comp. p. 90).

The so-called '*Neck*', embracing the district between the Ocean Drive and the harbour, has been laid out in numerous winding drives. — Among other points of interest in or near Newport may be mentioned *Trinity Church*, in Church St., dating from 1725 and often preached in by Bp. Berkeley (with old square pews, etc.); the *First Baptist Church*, in Spring St. (1644); *Vernon House* (tablet), cor. Clarke St. and Mary St., headquarters of Count Rochambeau, the French commandant in 1780; the *Sayer or Bannister House* (tablet), the headquarters of Gen. Prescott, the commander of the British army of occupation in 1777; the *U. S. Naval Training Station* and *War College*, on *Coaster Harbor Island* (3 p.m. till sunset); *Cloyne House*, a boys' school on the mainland, opposite Coaster Harbor Island, with many rare trees in its grounds; the *Naval Hospital*, opened in 1897; *Fort Adams* (fine view), near Brenton's Cove, 3 M. from the town by road, but easily reached by boat across the harbour, with room for a garrison of 3000 men (guard-mount and dress-parade at 9 a.m. daily, except Sun.; battalion drill. Wed. 4-5; band-practice, Mon., Wed., & Frid. at 3 p.m.); *Fort Wolcott*, with the *U. S. Torpedo Station*, on Goat Island (no admission); *Morton Park*, at the S. end of Thames St.; and *Miantonomoh Hill* (view), on the N. side of the city ($1^1/_2$ M.; at the end of Malbone Road). — The steamer to *Wickford* (see p. 84; 12 M., in 1 hr.) passes between *Conanicut Island* on the left and the islands of *Prudence*, *Hope*, and *Despair* on the right. *Jamestown* (Gardiner Ho., Thorndike, Bay View Ho., $ 3), on Conanicut, is a growing summer-resort; the headland nearest Newport, known as the *Dumplings*, is crowned with a fort. The *Beaver-Tail Lighthouse*, at the S. end of the island, was established in 1667. At the N. end is *Conanicut Park*. From Wickford to *Boston* ($2^1/_4$-3 hrs.) and to *New York* (5-8 hrs.), see p. 84. *Fall River* (see below) is 18 M. from Newport by railway.

Rhode Island, the Indian *Aquidneck* ('island in the mouth of the bay'), which was bought from the Indians in 1639, is about 15 M. long and 3-1 M. wide, with a population of about 26,000. Its present name was long supposed to have been given to it from a fancied resemblance to the Isle of Rhodes, but has been more recently explained as derived from its position in the 'roads' of Narragansett and thus as a simple translation of Aquidneck (see above; comp. 'English Historical Review', Oct., 1903). It has been extended to the whole state (the full official title, however, being *Rhode Island and Providence Plantations*), far the larger portion of which is on the mainland. The island is fertile and well farmed, and much of its surface is picturesque. It is connected with the mainland by a railway bridge and an ordinary road-bridge.

Leaving Newport, the FALL RIVER STEAMER steers between *Prudence Island* (see above) and Rhode Island, and enters *Mt. Hope Bay*, opening off the N.E. corner of Narragansett Bay. On the peninsula to the left lies *Bristol*, connected by rail with Providence (comp. p. 86). In 1 hr. we reach **Fall River** (*Mellen Ho.*, $ $2^1/_2$-5; *Wilbur Ho.*, $ 2), which lies to the right. The river to which it owes its name rises a little to the E. and falls about 140 ft. in $^1/_2$ M., affording admirable water-power to the mills which make the town one of the chief cotton-manufacturing places in New England. Total value of industrial products in 1900, $ 43,071,530 (four-fifths cotton goods). Pop. (1900) 104,863. The *Bradford Durfee*

Textile School was opened in 1904. Passengers for Boston here disembark and finish their journey by railway.

From Fall River to Boston, 51 M., railway in 1¼-1¾ hr. — The train skirts the E. side of Mt. Hope Bay and then crosses it to (6 M.) *Somerset*. 13 M. *Taunton* (City Hotel, $ 2½-3), an industrial town with 31,000 inhab., is the junction of several local lines. 32 M. *Stoughton Junction;* 40 M. *South Braintree*, junction of a line to Plymouth (see p. 117). At *Brookdale Farm*, near (41 M.) *Braintree*, is the establishment of the *New England Kennel Club*, with many fine dogs. — 43 M. **Quincy** (*Hancock Hotel*, $ 2), a thriving suburban city (23,899 inhab.), famous as the home of the Adams and Quincy families (see 'Where American Independence Began', by *Rev. Dan. Wilson*, 1903). The old *Quincy House* (the home of Dorothy Q.), an interesting example of Colonial architecture, dating in part from 1636, is to be fitted up as a museum of Colonial and Revolutionary relics. The first railroad in the United States was constructed in 1826 to carry granite from the large quarries of Quincy to (4 M.) the nearest tide-water. — Beyond (45½ M.) *Atlantic* we cross the *Neponset River* and various arms of Boston Harbour, traverses *Dorchester* and *South Boston*, cross the *Fort Point Channel*, and enter the S. Union Station at (51 M.) *Boston* (see below). — Trains also run from Fall River to (54 M.) Boston viâ (20 M.) *Middleboro* and (27 M.) *Bridgewater* (p. 119), connecting with the above mentioned line at *South Braintree*. — The express-trains running in connection with the steamers diverge from the above line at Taunton and run to Boston viâ *Mansfield* (p. 86).

From Fall River to New Bedford (p. 120), 14 M., railway in 35 min.

The Providence Steamer, on entering Narragansett Bay, steers to the left of *Beaver Tail Light* and *Conanicut Island* (p. 93), rounds *Warwick Neck*, and proceeds through the beautiful *Narragansett Bay* to *Providence* (p. 84). From Providence to *Boston* by railway (45 M., in 1¼ hr.), see p. 86.

5. Boston.†

Railway Stations. 1. *South Union Station* (Pl. I, F 4, 5; Pl. II, D 3, 4; restaurant), bounded by Atlantic Ave., Summer St., Beach St., and the harbour, one of the largest railway-stations in the world (810 ft. long and 700 ft. wide; area 11½ acres; greatest single span of roof 228 ft.), completed in 1898 at a cost of $ 14,000,000. It contains 28 tracks on the main floor (used by the New York, New Haven, & Hartford, and the Boston & Albany railways) and a four-track loop for suburban service on the lower floor (not in use at present). — 2. *North Union Station* (Pl. I, E F, 3; Pl. II, B, 2), Causeway St., another huge building with a frontage of 370 ft., used by the Boston & Maine railways. — 3. *Back Bay Station* (Pl. I, E, 5; Pl. II, B C, 5), cor. of Dartmouth and Buckingham Sts., a secondary station for trains of the N. Y. N. H. & H. R. R. from the South Station. — 4. *Trinity Place Station*, cor. of Trinity Place and Dartmouth St. (Pl. B, 5), a secondary station of the B. & A. R. R. trains from the South Station. — 5. *Boston, Revere Beach, & Lynn* (Pl. D, 3), Atlantic Ave. — The *Armstrong Transfer Co.* has its baggage-agents and carriages at each station.

Hotels. Touraine (Pl. t; C, 4), at the somewhat noisy corner of Tremont and Boylston Sts., a large and sumptuously equipped house, with internal decorations in the style of the Château of Blois, a handsome library with 4000 well-chosen volumes, a view over the Common, and a telephone in every room; R. from $ 2 (without bath) or $ 3 (with bath), meals à la carte. — *Somerset (Pl. y; A, 6), Commonwealth Ave., with view over

† In the references to the Plans in the text, Pl. I refers to the adjoining general plan, Pl. II, or where neither I nor II is specified, to the plan of the centre of the city (p. 100).

the Fens, a fine new house, with large rooms for balls and concerts, R. from $ 2; *Vendome (Pl. a; B, 5), cor. of Commonwealth Ave. and Dartmouth St., from $ 5; Brunswick (Pl. b; B, 5), cor. of Boylston and Clarendon Sts., from $ 5, R. from $ 2; *Victoria (Pl. c; B, 5), at the cor. of Dartmouth and Newbury Sts., R. from $ 1; Lenox (Pl. w; B, 5), Boylston St., near the Public Library, R. from $ 1½; Berkeley (Pl. g; B, 5), cor. of Boylston & Berkeley Sts.; Copley Square Hotel (Pl. k; B, 5), Huntington Ave., from $ 3½, R. from $ 1½. these seven in the pleasantest part of the city. — *Parker House (Pl. d; C, 3), School St., R. from $ 1; *Young's (Pl. e; C, 3), Court St., near the head of State St., R. from $ 1½; Bellevue (Pl. m; C, 3), 17 Beacon St., a family hotel, R. from $ 1; Adams House (Pl. f; C, 4), 553 Washington St., R. from $ 1; Essex (Pl. s; D, 1), opposite the South Union Station, R. from $ 1½; *United States (Pl. h; D, 4), near the South Union Station, from $ 2½, R. from $ 1; Thorndike (Pl. i; C, 4), Boylston St., opposite the Public Garden, R. from $ 1½; Revere House (Pl. l; C, 3), Bowdoin Sq., R. from $ 1; American House (Pl. n; C, 3), 54 Hanover St., R. from $ 1; Quincy House (Pl. o; C, 3), Brattle Sq., $ 3-5, R. from $ 1; Langham (Pl. p; C, 7), 1679 Washington St., at the S. End, $ 2½, R. from $ 1; Commonwealth (Pl. x; C, 3), 86 Bowdoin St., near the State House; Boston Tavern (Pl. r; C, 3); Clark's, 577 Washington St.; Crawford House, Scollay Sq, these four commercial houses, R. from $ 1; Maverick, 23 Maverick Sq., E. Boston, R. $ 1; Franklin Square House (Pl. v; C, 6), for women only, from $ 3½, R. from $ 1. The Back Bay District contains several other first-class hotels (Westminster, etc.), consisting mainly of suites of rooms let to permanent tenants but also accepting transient guests. — *Boarding Houses* are numerous and comfortable, especially on Beacon Hill (Pinckney St., Mt. Vernon St., etc.) and in Columbus Ave. and other streets at the S. End; rates from $ 7 a week. *Furnished Apartments* are also easily obtained, from $ 4 a week. Good boarding and lodging houses may be heard of at the *Women's Educational & Industrial Union*, 264 Boylston St., the *Y. W. C. A.*, 40 Berkeley St., and the *Y. M. C. A.* (p. 104).

Restaurants. At the *Touraine* (orchestra from 6 to 8 and 10 to 12 p.m.), *Somerset, *Parker House, *Young's, the *Adams House, the *Thorndike*, the *Victoria*, the *United States (meals 75 c.), the *Bellevue*, and most of the other hotels mentioned above; *Winter Place Hotel*, Winter Place, off Winter St.; *Rathskeller*, at the American House (see above), handsomely fitted up, D. 1¼; *Mieusset*, 836 Washington St., D. 75 c.; *Martinve*, 11 Bosworth St., D. with wine 75 c.; *Vercelli*, 10 Hayward Place, Italian; *Frost & Dearborn*, 8 Pearl St.; *The Moulton*, 24 Summer St.; *McDonald*, 132 Tremont St. (frequented by ladies); *Boston Tavern* (see above), for men; *German Café*, in the basement of the Hôtel Touraine, much frequented after the theatre; *Old Elm*, 83 Bedford St, near the South Station, a characteristic German resort, with good beer; *Marston's*, 25 Brattle St.; *Crosby*, 19 School St.; *Cook*, Avon St., frequented for supper after the theatre, S. for two $ 1, with music; *Zum Bürgerbräu*, Hayward Place, German beer; *Hayward*, Hayward Pl., D. 75 c.; *Lafayette*, Hayward Pl., French, L. 35 c.; *Cafeteria* (*'Laboratory Kitchen'*), 35 Bedford St. (luncheon, 11-3); restaurants at the railway-stations; *Thompson's Spa* (luncheon counter), 219 Washington St; *Mrs. Atkinson's Luncheon Rooms*, 233 Washington St.; *Luncheon Room* at the Women's Educational Union, 264 Boylston St.; *Oak Grove Creamery*, cor. of Boylston & Berkeley Sts.; restaurants at *R. H. White's* and other large dry-goods stores, greatly patronised by ladies; *Vegetarian Restaurant*, 555 Boylston St. — *Huyler's*, 146 Tremont St., for ices, etc.

Steamers ply from Boston to *Liverpool* (Cunard and Leyland lines from E. Boston, Pl. I, G, 3; Pl. II, E, 1; White Star line from Charlestown, Pl. I, F 2, 3; Pl. II, B, 1), *Gibraltar*, *Genoa*, and other Mediterranean ports (White Star and Cunard lines), *London*, *Glasgow*, *Hull*, *Hamburg*, *Jamaica* and other points in the W. Indies, *New York*, *Philadelphia*, *Baltimore*, *Savannah*, *Portland*, *Halifax*, *Yarmouth*, *St. John*, *Augusta*, *Bangor*, *Mt. Desert*, *Provincetown*, *Plymouth*, *Isles of Shoals*, *Nahant* (from Battery Wharf), *Revere Beach*, *Gloucester*, etc. (wharves on the W. side of the harbour). Steamers also run from Rowe's Wharf (Pl. D, 2) to *Nantasket Beach*, *Hull*,

Hingham, and other points in Boston Harbour. — **Ferries** ply to *Chelsea* (3 c.) and *East Boston* (1 c.; see Map).

Street Railways. The urban rapid transit system of Boston is almost wholly under one management (*Boston Elevated Railway Co.*) and is, perhaps, unique in its combination of 'surface', elevated, tunnel, and subway lines, all connecting and interchanging passengers with each other. As a result of a most extensive system of free transfers, a single fare of 5 c. carries a passenger from any one point to any other within an area of about 100 sq. M. The track consists of about 8 M. of elevated railway, 5-6 M. of subway, and 195 M. of surface lines. The company operates 3377 cars and employs 8000 men. The operating power is electricity. In 1903 the number of passengers carried was 233, 563, 578, about one-half of whom availed themselves of the right of free transfer, thus making a total of about 350,000,000 journeys.

a. Street or Surface Cars (uniform fare 5 c.). Electric tramways traverse all the chief streets and run to innumerable suburbs within a radius of 12 M. Among the chief points of starting and intersection are *Adams Sq.* (Pl. C, 3), *Scollay Sq.* (Pl. C, 3), *Bowdoin Sq.* (Pl. B, C, 3), *North* and *South Stations* (Pl. B, 2; D, 3, 4), and *Copley Sq.* (Pl. B, 5). For connection with the Subway and Elevated Railway, see below. Among the chief suburban termini are *Arlington* (p. 116), *Brookline* (p. 116), *Cambridge* (p. 112), *Dorchester* (p. 87), *Franklin Park* (p. 111), *Middlesex Fells* (p. 151), *Milton* (p. 86), *Mt. Auburn Cemetery* (p. 114), and *Waverley Oaks* (p. 116; comp. Map at p. 116). Among the more distant points reached may be mentioned *Worcester* (p. 81; cars start at Park Sq., Pl. C, 4). The stopping-places of the cars are denoted by white bands on the trolley-posts; and passengers should take care to wait only at the *precise* corners thus indicated, as the motor-men are forbidden to halt their cars elsewhere. It has, unfortunately, not been found practicable to distinguish the different cars by coloured lamps or numbers as in Berlin and elsewhere.

b. Subway Surface Cars. The chief starting-point of the subway surface-cars for points to the W., N.W., and S.W., is *Park St.*, at the N.E. corner of the Common (Pl. C, 3), and the crowd here in business-hours is very great. An ingenious system of electric signs indicates the dock at which each car will start. These cars emerge from the Subway at the S.W. corner of the Public Garden (Pl. C, 4). Passengers may transfer without extra charge to the Elevated Railway at Park St. and Boylston St. Other surface-cars for points to the N. start at *Scollay Sq.* (Pl. C, 3). For the use of the Subway by the Elevated Railway (separate tracks), see below; for a description of the Subway, see p. 101.

c. Elevated Railway (fare 5 c.). This runs from *Sullivan Sq.*, *Charlestown* (Pl. I; E, 1) on the N. to (5 M.) *Dudley St.*, *Roxbury* (Pl. I; D, 7) on the S.; the central part forks, forming a loop enclosing the principal business section of the city (comp. Plan). The direct trains (consisting of 3 or 4 cars) from N. to S. pass *Thompson Sq.* and *City Sq.* (Pl. II; B, 1), cross the river by the *Charlestown Bridge* (Pl. II; B, 2) to the *North Union Station* (Pl. B, 2), descend an incline into the Subway, pass *Haymarket Sq.* (Pl. C, 2), *Scollay Sq.* (Pl. C, 3), *Park St.* (Pl. C, 3), and *Boylston St.* (Pl. C, 4), emerge from the Subway at *Pleasant St.* (Pl. C, 5), and again follow the elevated track to *Dover St.* (Pl. D, 5), *Northampton St.* (Pl. C, 7), and *Dudley St.* (Pl. I; D, 7). The loop-trains diverge from the above route near the North Station and run over the *Atlantic Ave. Loop* (stations, see Plan) to the *South Station* (Pl. D, 3, 4), then bend to the right and run via *Beach St.* (Pl. D, 4) to *Pleasant St.*, whence they return as above to *Sullivan Sq.* Similar loop-trains start from *Dudley St.*; and some of them in each case perform the loop in the reverse direction from that described (*i.e.* traverse the Subway first and then Atlantic Ave.).

The Atlantic Ave. trains offer the best means of communication between the N. and S. Stations, both of which have direct connection with the 'L' system. — Officials on the station-platforms call out the destination of the trains, and the trainmen announce each station as the train reaches it. Boards suspended in the cars indicate whether passengers should leave

by the 'end-doors' or the 'side-doors'. — At the Sullivan Sq. and Dudley St. terminals, the surface-cars are carried by inclines to the level of the 'L', and free transfers are issued for all points. Free transfers are also given at Park St. and several other stations.

[The *East Boston Tunnel* (p. 101), now nearly completed for surface cars, extends from Scollay Sq. along State St. and under the Harbour (Pl. I, G, 3; Pl. II, D, 1) to *Maverick Sq.* in E. Boston (Pl. I; G, 3). Another tunnel for elevated trains exclusively is to be constructed under Washington St., from Haymarket Sq. (Pl. C, 2) to Broadway (Pl. C, D, 5), and when this tunnel is completed, the present Tremont St. Subway will be used exclusively by surface-cars.]

The **'Seeing Boston' Observation Cars** (comp. p. 17) offer a good opportunity of seeing the city in a short space of time. The cars (electric) leave the waiting-room, 15 Park Sq., opposite the old Providence Depot, every day, including Sun., at 10 a.m. and 2 p.m. Fare 50 c. The route passes through the most important parts of Boston, from Bunker Hill to the residential district on the Back Bay, traverses Cambridge and Brookline, and affords views of other suburbs. A guide accompanies each car to point out the objects of interest. — *Mr. F. A. Waterman* (10 Hamilton Place) also conducts parties, starting from the front of Park St. Church at 9.30 a.m. and 2.30 p.m., to the chief sights of Boston (3 hrs.; 50c.).

Carriages. For cab-hiring purposes Boston is divided into a series of districts, with regulations too complicated to summarize. For a short drive, within a district or from one district to that immediately contiguous, the rate for each person is: *Hacks* 50 c., *Hacdics* and other *Cabs* 25 c. Double fares from midnight till 6 a.m. Ordinary luggage free. Fare per hour (1-4 pers.) $1-1½, with two horses $1½-2½.

Places of Amusement. *Tremont Theatre* (Pl. C, 4); *Boston Theatre* (Pl. C, 4), the largest in New England; *Hollis Street Theatre* (Pl. C, 4); *Columbia Theatre* (Pl. 7; D, 5); *Park Theatre* (Pl. C, 4); *Colonial Theatre* (Pl. C, 4); *Majestic* (Pl. C, 4); *Castle Square Theatre* (Pl. C, 5), with good performances of plays and English opera at a uniform price of 25 c. or 50 c.; *Grand Opera House* (Pl. 11; D, 5), Washington St.; *Bowdoin Square Theatre* (Pl. 3; C, 3); *Keith's Theatre* (Pl. C, 4), with a continuous variety performance (prices 25 c. to $1½); *Bijou* (Pl. C, 4); *Dudley Street Opera House*, 113 Dudley St.; *Globe*, Washington St., cor. of Beach St. *Hub Theatre*, Washington St., cor. of Dover St.; *Howard Athenaeum* (Pl. C, 3), *Palace Theatre* (Pl. 16; C, 3), *Lyceum*, variety performances at low prices; *Boston Music Hall* (Pl. C, 3), vaudeville and melodrama; *Turnhalle* (Pl. C, 5), 29 Middlesex St. (occasional performances in German); *Italian Theatre*, North St.; *Children's Theatre*, 30 Huntington Ave. — The celebrated **Boston Symphony Concerts* are held in *Symphony Hall* (Pl. B, 7; Frid. afternoon and Sat. ev'g. in winter). Other good concerts are given in the same hall (including popular evening concerts in summer, with smoking and refreshments) and in *Steinert Hall*, *Potter Hall*, *Jordan Hall*, *Chickering Hall*, the *Tremont Theatre*, *Tremont Temple*, and the *Mechanics' Hall* (Pl. B, 6; for large gatherings). Cheap *Sunday Concerts* are given at the *Majestic Theatre*. The *Händel & Haydn*, *Harvard Musical*, *Cecilia*, *Apollo*, and *Orpheus* are among the best of the musical societies. — The free lectures of the *Lowell Institute* (tickets on previous application) are delivered in winter at the *Institute of Technology* (p. 104). — *Art Exhibitions* are held regularly in the rooms of the *Boston Art Club* (Pl. B, 5), Dartmouth St., and at *Copley Hall*, near Copley Sq. (Pl. B, 5). — Good *Flower Shows* are held in *Horticultural Hall* (Pl. C, 3). — The *Baseball Grounds of the National League* are in Walpole St., at the S. End; those of the *American League* are in Huntington Ave., close by. — A *Lawn Tennis Tournament* is held annually at the grounds of the *Longwood Club*. — *Public Golf Links* at Franklin Park (p. 111). — *Charles River Park*, near the Cambridge end of Harvard Bridge (Pl. A, 6), with bicycle track, etc. — *Horse Races* at the *Country Club* (p. 98) and *Mystic Park*.

Clubs. *Somerset* (Pl. B, 4), 42 Beacon St.; *Algonquin* (Pl. A, B, 5), 217 Commonwealth Ave.; *St. Botolph* (Pl. B, 5), 2 Newbury St., with Sat. evening reunions in the style of the Century Club at New York (p. 22) and frequent

art-exhibitions; *Union* (Pl. C, 3), 8 Park St.; *Temple* (Pl. C, 4), 74 Boylston St.; *Puritan* (Pl. 18; B, 4), cor. of Beacon and Spruce Sts.; *University* (Pl. 21; A, 5), 270 Beacon St.; *Technology*, 83 Newbury; *Elysium*, 218 Huntington Ave. (Hebrew); *Tavern Club* (Pl. 20; C, 4), 4 Boylston Place; *Authors' Club*; *Boston Art Club*, cor. of Dartmouth and Newbury Sts.; *20th Century Club*, 2 Ashburton Place, with weekly lectures on questions of social interest; *Exchange Club*, 148 Milk St.; *Turnverein*, 29 Middlesex St., German; *Boston Athletic Association* (Pl. B, 5), Exeter St.; *Tennis & Racquet Club* (Pl. A, 6), 939 Boylston St.; *Mayflower Club* (for ladies), 7A Park St. (Pl. C, 3); *New England Women's Club*, Huntington Ave.; *Press Club*, 156A Tremont St.; *Women's Press Club*; *Appalachian Mt. Club*, Tremont Building; *Camera Club*, 50 Bromfield St.; *New Riding Club*, 52 Hemenway St., near Back Bay Park; *Boston Driving Club*, Charles River Speedway (p. 115); *Massachusetts Automobile Club*, 751 Boylston St.; *Country Club*, Clyde Park, Brookline; *Union Boat Club*, foot of Chestnut St.; *Victorian Club*, for British residents (meetings at the Hotel Westminster). — Among the numerous *Dining Clubs*, which are a characteristic Boston institution, are the *Saturday Club* and the *Papyrus*, besides several of a political, commercial, or professional complexion; while other good clubs, meeting periodically at the members' houses, are the *Wednesday Evening Club* (founded 1777), the *Thursday Evening Club*, and the *Round Table* (sociological).

Tourist Agents, *Raymond & Whitcomb*, 306 Washington St.; *Thos. Cook & Son*, 332 Washington St.

Post Office (Pl. C, 3), Devonshire St., open from 7.30 a.m. to 7.30 p.m., Sun. 9-10 a.m. (see p. 103). *Branch Offices* at Copley Sq. (p. 104), at Washington St., cor. of Brookline St. (Pl. C, 6), etc.

British Consul, *Capt. Wyndham*, 13 Exchange Place (Pl. C, 3).

Booksellers. *Old Corner Book Store*, 27 Bromfield St.; *Clarke*, Park St., corner of Tremont St.; *De Wolfe, Fiske, & Co.*; *Little, Brown, & Co.*; *C. E. Lauriat & Co.*, all in Washington St. (Nos. 365, 254, 301); *Cupples & Schunhof* (foreign books), 128a Tremont St. (first floor).

Bibliography. An excellent popular account of Boston is *M. A. De Wolfe Howe's* 'Boston: the Place and the People' (1903). See also *Edwin M. Bacon's* 'Boston, a Guide Book' (1903) and 'Walks and Rides about Boston' ($ 1.25); *Henry Cabot Lodge's* 'Boston' ('Historic Towns Series'); *S. A. Drake's* 'Old Landmarks and Historic Personages of Boston'; and the 'Special Boston Number' of the 'Journal of Geography' (June, 1903; 20 c.).

Boston, the capital of Massachusetts, the chief town of New England, and one of the oldest and most interesting cities in the United States, lies at the head of *Massachusetts Bay*, about 200 M. to the N.E. of New York. Boston proper occupies a peninsula between the Charles River and the arm of the bay known as *Boston Harbour* and was originally founded on three hills, *Beacon*, *Copp's*, and *Fort*, which, however, have been materially cut down. The city limits also include *East Boston*, on *Noddle's* or *Maverick Island*, on the other side of the harbour; *South Boston*, separated from the old city by an arm of the harbour; *Charlestown*, on the other side of the river; and the suburban districts of *Brighton* (W.), *Roxbury* (or *Boston Highlands*), *West Roxbury* (including *Jamaica Plain*), and *Dorchester* (S.). Boston is connected with the city of Cambridge (p. 112) by several bridges across the Charles. The old town is cramped and irregular, and its streets are narrow and crooked; but the new parts, especially the district known as the *Back Bay* (p. 110), formed by filling in the tide-water flats on the Charles, are laid out on a very handsome and spacious scale. The chief retail business-streets are *Washington Street* and *Tremont Street*, the former of which ranks

among the most crowded thoroughfares in Christendom. Among the finest residence streets are *Commonwealth Avenue* (p. 109), *Beacon Street* (p. 110), *Marlborough Street*, *Mt. Vernon Street*, and *Bay State Road*. A characteristic feature of the residence quarters is seen in the luxuriant vines of 'Boston ivy' *(Ampelopsis Veitchii)*, which cover many of the buildings (especially beautiful in autumn). The population of Boston in 1900 was 560,892, including a large proportion of Irish Roman Catholics.

History. The Indian name of the peninsula on which Boston lies was *Shawmut* ('Sweet Waters'), and the early colonists called it *Trimountaine* or *Tremont*. The first English settler was a recluse Anglican clergyman, the *Rev. William Blaxton* or *Blackstone* (ca. 1623), but soon after the arrival of the Salem Colonists, who migrated to this peninsula in 1630 (see p. 122), he transferred his rights to them (1634) for 30*l.* and moved into the wilderness (comp. p. 86). The new settlers named the place *Boston* in honour of the native city of some of their leaders, and Gov. Winthrop made it the capital of the colony. The little town increased with some rapidity and soon carried on a considerable sea-going trade (first wharf built in 1673). In the middle of the 18th cent. Boston was probably the largest and most important town in America, containing about 25,000 inhab., and outstripping New York and Philadelphia. The first American newspaper ('Boston News Letter') was published here in 1704. Boston's share in the Revolution is well known. The 'Boston Massacre' (see p. 103) occurred on Mar. 5th, 1770, and the 'Boston Tea Party' on Dec. 16th, 1773 (comp. pp. 104, 112). During the war Boston was occupied by British troops, but on Mar. 4th, 1776, Washington crossed from Cambridge, took possession of *Dorchester Heights* (now a part of South Boston, p. 98), and compelled the evacuation of the city (Mar. 17th). Since the Revolution Boston's upward course has continued steadily, with a few interruptions, of which the embargo of 1807-15 was perhaps the most important. It received its city charter in 1822, having then a population of about 50,000. In 1840 this number had risen to 93,383, in 1860 to 177,840, in 1880 to 362,839, and in 1890 to 448,477. In 1872 the chief business portion of the city was devastated by a fire, which destroyed property to the value of $70,000,000 (14,000,000*l.*). From 1830 to 1860 Boston was the headquarters of the Abolitionist Party, led by *William Lloyd Garrison* and *Wendell Phillips*.

It is of great interest to study a plan of Boston, showing the original area of the peninsula and the extent to which it has been increased by filling in the tidal flats all round it (see, *e. g.*, *M. Howe's* 'Boston'). This process has more than doubled the area of the peninsula (780 acres; now about 1830 acres), while the total area now comprised within the municipal limits is over 27,000 acres (43 sq. M.). The hills have been partly levelled, and indeed the whole face of the ancient city has been entirely altered, with the exception of three old burial-grounds and a few buildings. The original peninsula was connected with the mainland on the S. by a narrow 'Neck', little wider than the present Washington St., which runs along it. Boston has often been described as the most English of American cities, and in many respects this is true, though it must not be understood to indicate a conscious or voluntary imitation of English standards. Mere wealth probably counts for less in Boston than in any other large American city. As a literary centre Boston was long supreme in the United States and still disputes the palm with New York. A list of its distinguished literary men would include *Hawthorne*, *Emerson*, *Longfellow*, *Holmes*, *Lowell*, *Everett*, *Agassiz*, *Whittier*, *Motley*, *Bancroft*, *Prescott*, *Parkman*, *Ticknor*, *Channing*, *Theodore Parker*, *Henry James*, *T. B. Aldrich*, and *Howells* among the names more or less closely associated with Boston. Among the most eminent of its sons in other spheres are *Benjamin Franklin* (born at No. 17 Milk St., the site of which is now covered by an office-building, with a bust of Franklin), *Daniel Webster* (138 Summer St.; inscription), and *Charles Sumner* (20 Hancock St.). *Paul Revere* lived at

No. 19 North Sq. (Pl. C, 2). *Prescott* wrote his 'Conquest of Peru' and 'Philip II.' at No. 55 Beacon St., where he spent the last 14 years of his life; and *George Ticknor* occupied part of the house at the corner of Park St. and Beacon St. where *Lafayette* lodged in 1824. The *Atlantic Monthly* is published at Boston (Houghton, Mifflin, & Co., 4 Park St.).

Commerce and Industry. Boston is, perhaps, the wealthiest city in America in proportion to population. Its total valuation in 1903 was $ 1,220,457,923 (244 091,465*l.*). Boston capital has been very largely instrumental in the development of the West. Its foreign commerce is very extensive; the total value of its exports in the fiscal year ending June 30th, 1903, was $86,555,751, of its imports $78,143,151. Among the chief articles are grain, live-stock, provisions, hemp, fish, wool, sugar, hides, chemicals, and coals. In the same year its harbour was entered and cleared by 3333 vessels (exclusive of coasters), of 4,698,216 tons burden. Its manufactures are very varied, employing (1900) 72,000 hands and producing goods to the value of $296,081,767. Among the staples are leather, boots and shoes, hardware, machinery, sugar, and cotton. As a wool market, Boston is second to London alone, handling nearly 1,000,000 bales annually.

***Boston Common** (Pl. B, C, 3, 4), a park of 48 acres in the heart of the city, shaded by fine elms and other trees and crossed by many pleasant walks, has been reserved for public use since 1634 and is carefully guarded for this purpose in the charter of 1822. Perhaps no other city-park in the world is more closely entwined with the historic interests and warm affections of the surrounding population.

The *Soldiers' Monument*, on a hill near the centre of the Common, was designed by Martin Milmore and erected in 1871-77. It stands near the site of the *Old Elm*, which was older than the city and was blown down in 1876. The adjoining sheet of water is known as the *Frog Pond*. On the Mall abutting on Tremont St. is a monument in memory of *Crispus Attucks* and others killed in the *Boston Massacre*. The 'Long Path' (see 'The Autocrat of the Breakfast Table') extends from Joy St. (Pl. C, 3) to Boylston St. (Pl. C, 4). Near Park St. (N. end of the Common) is the tasteful *Brewer Fountain*. — Open-air concerts are given on the Common on Sun. afternoons in summer.

On the S. side of the Common is the *Central Burying Ground* (Pl. C, 4), laid out in 1756 and containing the graves of Gilbert Stuart (1754-1828), the portrait-painter, and Julien (d. 1895), the restaurateur (after whom the well-known soup is named). — To the N. of the Common, adjoining Tremont St., is the **Old Granary Burial Ground** (Pl. C, 3), which contains the graves of several early governors of Massachusetts, the parents of Benj. Franklin, the victims of the Boston Massacre, *Samuel Adams* (1722-1803), *John Hancock* (1737-93), *Paul Revere* (1735-1818), *James Otis* (1725-83), and numerous other Boston worthies (permit at the City Hall).

On the S.W. side the Common is bounded by Charles St., on the other side of which is the ***Public Garden** (Pl. B, C, 4), 24 acres in extent, the site of which half-a-century ago was a tidal flat. The show of flowers here in spring and summer is very fine. Among the monuments in the Public Garden are an equestrian ***Statue of Washington**, by Ball, statues of *Edward Everett* (1794-1865; by Story), and *Sumner* (1811-74; by Ball), and a group commemorating the *Discovery of Ether*, by J. Q. A. Ward. [Few either of these or of the other statues in Boston do credit to its taste for art.] Pleasure-boats ply on the artificial sheet of water in the centre. — At the S.W. corner of the Public Garden stands a bronze statue of *Dr. William Ellery Channing* (1780-1842), by Herbert Adams, with a carved canopy by Vincent C. Griffith. Immediately opposite is the **Arlington Street Church**, built in 1859, by the congregation of which *Dr. Channing* (p. 90) was pastor from 1803 till his death.

That part of the Common adjoining Tremont St. and known as the *Tremont St. Mall* is now occupied by eight small buildings

CHARLES RIVER
BOSTON HARBOR
CHARLESTOWN
EAST BOSTON
BOSTON PROPER
CAMBRIDGE
Bunker Hill Monument
Navy Yard
Dry Dock
Wet Bas.
Constitution Wharf
Battery Wharf
Lombardia Whf.
Union Wharf
Sargents Wharf
Lewis Wharf
Commercial Wharf
Central Wharf
Long Wharf
Rowes Wharf
India Wharf
Atlantic Ave.
Eastern Railroad
Boston & Albany R.R.
B.R.B. & L.R.R. Depot
North End Park
Copp's Hill
North Station
Causeway St.
Haymarket Sq.
Scollay Sq.
Tremont St.
Boylston St.
Park St.
Beacon St.
Charles River Bridge
Craigie's Bridge
Prison Point
Mass. General Hospital
Medical College
Eye & Ear Inf.
Old Ladies' Home
West Boston Bridge
State Prison
North Union Station
South Union Station
Court Ho.
City Hall
P.O.
Boston Univ.
Institute of Technology
Union (Theatre)
Music Hall
Tremont Temple
Boston Theatre
Bijou Theatre
Globe Theatre
Howard Athenæum
Adams House
Quincy House
Revere Beach & Lynn R.R.
Fort Hill Sq.
Congress St.
Summer St.
Purchase St.
Milk St.
Franklin St.
Washington St.
Hanover St.
Salem St.
Causeway St.
Elevator
1. Advent Church B.4
2. Boston Athenæum C.3
3. Bowdoin Sq. Theatre C.3
4. Boys High & Latin Sch. C.6
5. Chamber of Commerce D.2
6. Christ Church C.2
7. Columbia Theatre D.5
8. Conservat. of Music B.7
9. First Unit. Church B.5
10. Girls' High & Latin Sch. C.6
11. Grand Opera House D.5
12. Homeopathic Hospit. D.7
13. Ignatz Concert Co. of D.7
14. Mt Vernon Church A.6
15. Old South Meeting H. C.3
16. Palace Theatre C.3
17. Pope (Cycling Co. C.5
18. Puritan Club B.4
19. Racquet Club A.6
20. Tavern Club C.4
21. University Club A.5
22. Youth's Comp. Build. C.5
23. Symphony Hall B.7
24. Horticultural Hall B.7
25. Potter Hall (New Century Bldg.) B.6
26. Chickering Hall B.&7
27. Colonial Theatre C.4

BOSTON II
1 : 25.600
0 500 1000 1500 2000 2500 3000 Feet
0 100 200 400 600 800 Metres
CHARLES
BACK BAY
SOUTH BAY
SOUTH BOSTON
Garden
Mechanics Hall
Union Park
Massachusetts Av.
Worcester Street
Northampton St.
Camden Street
Broadway
Dover St.
Southampton St.
South Bay Ave.
Harvard Br.
Dudley St.
Providence
Worcester Springfield
Plymouth Provincetown
A
B
C
D
E
5
6
7
Elevated Railroad,
Subway.
Wagner & Debes' Geog. Estab. Leipzig

covering the staircase entrances to the stations of the ***Subway**, a wonderful piece of engineering designed to relieve the traffic of the congested districts by affording an underground passage for the electric cars. The subway was begun in 1895, was partly opened for traffic in 1897, and was completed in 1898 at a total cost of about $4,165,000. No visitor to Boston should fail to see this commodious, airy, and well-lighted tunnel.

The main subway extends from the junction of Tremont St. and Shawmut Ave. (Pl. C, 5) to (1⅓ M.) the N. Union Station (Pl. B, 2), passing below Tremont St, Scollay Sq. (Pl. C, 3), and Haymarket Sq (Pl. C, 2). A branch-subway, beginning in the Public Garden, opposite Church St. (Pl. C, 4), runs under Boylston St. to the corner of Tremont St. (Pl. C, 4). Some sections are constructed of steel, embedded in cement, with arches of brick or concrete; other sections are of masonry. The interior at the stations is lined with glazed white brick. At places there are 'sub-subways', one track passing below another, and at other points there are four tracks. — The *East Boston Tunnel* (see p. 97) is about 1½ M. long, of which upwards of a third is under water. Its diameter is 23²⁄₃ ft., or about the same as that of the Blackwall Tunnel under the Thames, and its approximate cost was $3,000,000 (600,000*l.*).

Near the N.E. angle of the Common, on *Beacon Hill*, stands the ***State House** (Pl. C, 3), an imposing building surmounted by a huge gilded dome (open to visitors; View) and preceded by a Corinthian portico and a flight of steps. The architect of the original building facing Beacon St., of which the general appearance has been preserved, was *Charles Bulfinch* (1795). It was, however, enlarged in 1853-56; and another huge extension, much larger than the original erection, was accomplished in 1889-98. The architecturally not very successful new part consists mainly of yellow brick with trimmings of white marble and numerous columns and pilasters. The whole building is now 401 ft. long, 212 ft. wide, and 110 ft. high (to top of lantern on dome, 150 ft.). On the terrace in front are statues of *Daniel Webster* (1782-1852) and *Horace Mann* (1796-1859). The dome is illuminated at night.

Interior. We first enter the *Doric Hall*, containing statues of Gov. Andrew (by Ball) and George Washington (by Chantrey), and various historical relics. Directly to the N. is the grand staircase of pavonazzo marble. The twelve Ionic columns of its balcony are said to be among the finest in the world. The painting on the N. wall is by Robert Reid. Beyond the staircase is the handsome new *Memorial Hall* (finished in 1900), above Mt. Vernon St., which contains a collection of flags carried by Massachusetts regiments in the Civil War, historical paintings by H. O. Walker (N. & S. panels) and Edward Simmons (E. & W. panels), a statue of Gen Bartlett by Dan. French (1901), etc. — The *Senate Chamber* on the third floor (S. side), with Doric columns, is adorned with busts of Washington, Lincoln, Sumner, Franklin, Lafayette, and other eminent men. — The *Senate Reception Room* (S.E. corner), of Ionic design, has portraits of twenty-two governors. — The *House of Representatives*, a handsome elliptical chamber (W. side), is finished in white mahogany. Opposite the Speaker's chair, between two columns, hangs a codfish, an emblem of one of the former chief sources of the State's prosperity. — Also on the W. side is the *Council Chamber*, of the Corinthian order. — At the N. end of the building is the fine *State Library* (140 000 vols.), the chief treasure of which (exhibited under glass) is the 'History of the Plimouth Plantation', generally known as the 'Log of the Mayflower', written with his own

hand by William Bradford, Governor of Plymouth Colony (1589-1657). This MS., discovered in London in 1846, was presented to Massachusetts in 1898. — Among the other fine apartments shown to visitors are the *Governor's Room* and the *Reading Rooms* of the Senate and the House of Representatives.

On the E. side of the new part of the State House a small park has been laid out. Here, as nearly as possible on the original site, has been erected (1898) a reproduction of the *Beacon Monument*, raised in 1790 to commemorate the success of the Revolution and removed in 1812. The bronze tablets belonged to the first monument. Here also stand a statue of *General Charles Devens*, by Olin Warner; and, at the Beacon St. corner, an equestrian statue of *Major-General Joseph Hooker*, by D. C. French.

In Beacon St., opposite the State House, is the beautiful ***Shaw Monument**, by *Augustus St. Gaudens*, erected in 1897 in honour of Col. Shaw and his regiment (the first coloured regiment raised in the Civil War). This is probably the first instance of a relief placed as a monument by itself instead of against a building.

In Beacon St., just below the State House, stood the old *Hancock Mansion* (site indicated by a tablet on the balustrade). The intrusion of a tall apartment-building near this point is a great eyesore.

We now follow Beacon Street towards the N., passing (left), at the corner of Bowdoin St., the *Unitarian Building* (Pl. C, 3), the headquarters of the American Unitarian Association, opposite which is the *Congregational Building* (1898). Adjoining the latter is the **Boston Athenaeum* (Pl. 2; C, 3), an institution founded in 1807 and now containing a library of 210,000 vols. (open to members only). — In Somerset St., which diverges to the left, are the general building of *Boston University* (Pl. C, 3), the various departments of which are attended by 1300 students, and the *New England Historic-Genealogical Society*, with valuable collections of books and MSS. (9-5). Here, too, is the back of the **New County Court House** (Pl. C, 3), a massive granite building in the German Renaissance style, the front of which faces Pemberton Square. The building is 450 ft. long. The imposing central hall is adorned with emblematic figures by *D. Mora*, a statue of Rufus Choate (1799-1859) by *Dan. French*, etc.

We, however, proceed to the right, through *School Street*, in which, to the left, at the corner of Tremont St., stands *King's Chapel* (Pl. C, 3), built in 1754 on the site of the first Episcopalian church of Boston (tablet to Oliver Wendell Holmes inside, on the N. wall). The adjoining burial-ground, the oldest in Boston, contains the graves of *Gov. Winthrop* (1588-1649) and other worthies. In School St., to the left, is the **City Hall** (Pl. C, 3), behind which is the *Old Court House* (Pl. C, 3). In front of the City Hall are (statues of *Franklin* (1706-90), by Greenough, and *Josiah Quincy* 1772-1864; mayor for six years in succession), by Ball.

School St. ends at the large *Old South Building* (offices) in

Washington Street (Pl. C, D, 2-7), the most crowded thoroughfare in Boston, with many of the best retail-shops. Following Washington St. ('Newspaper Row') to the left, we soon reach, at the corner of State St., the ***Old State House** (Pl. C, 3), an unpretending edifice, dating from 1748 and restored as far as possible to its original appearance, even to the figures of the British lion and unicorn on the roof.

The 'Boston Massacre' (p. 99) was the result of an encounter between a British sentry here and the crowd. The rooms, including the old *Council Chamber* and *Hall of Representatives* on the upper floor, contain a collection of historical relics and paintings (9.30-4.30; free). On the top-floor is the Curtis Collection of Photographs of Ancient Boston Buildings. The main facts of the building's history are given in appropriate inscriptions.

The rooms are in the guardianship of the *Bostonian Society*. – Below the basement is a station of the *East Boston Subway*.

Opposite are the *Sears* and the tall *Ames Buildings* (good view from roof).

State Street (Pl. C, D, 2, 3), the headquarters of financial life, leads hence to the E., past the *Exchange Building* (with the *Stock Exchange*) and other large office-buildings, to the **Custom House** (Pl. D, 2), a massive granite building in the shape of a Greek cross, surmounted by a dome. State St. ends at *Atlantic Ave.* and *Long Wharf* (Pl. D, 2).

'*T Wharf*', a little farther to the E., presents an interesting sight in winter when the fishing schooners come in covered with ice.

Change Alley (now inappropriately styled 'Avenue'), diverging to the left from State St., leads to ***Faneuil Hall** (Pl. C, 2, 3; open 9-5), the 'cradle of American liberty', originally built and presented to the city in 1742, by Peter Faneuil, a Huguenot merchant, but rebuilt after a fire in 1761 and reconstructed on the original plan in 1898.

The Hall proper, on the upper floor, is 76 ft. square. It is used for public meetings and was the scene of numerous important gatherings in Revolutionary, Abolition, and later times. The British officers used it as a theatre in 1775-76. It contains a large picture by Healy (Webster addressing the Senate) and portraits of eminent Americans (copies). — The floor above the hall is occupied by the *Ancient and Honorable Artillery Co.*, the oldest military organisation in the country (1638; comp. *Baedeker's London*), with a military museum (open 10-4, except Sat. and Sun.; free).

Adjacent is *Quincy Market* (Pl. C, 2), a crowded and busy scene in the morning from 9 to 11. — The new *Chamber of Commerce* (Pl. 5; D, 2), built in 1902, is in India St.

Devonshire Street leads to the right (S.) from State St. to the **Government Building** (Pl. C, 3), a huge edifice by *Mullet*, in his usual Mansard-roof style, occupying the entire block between Milk St., Devonshire St., Water St., and Post Office Sq. The *Post Office* occupies the groundfloor, the basement, and part of the first floor, while the rest of the building is devoted to the *U. S. Sub-Treasury* (10-2) and the *U. S. Courts* (2nd floor). The allegorical groups above the main entrance are by *D. C. French*.

The Post Office, though it itself escaped, adjoins the district destroyed by the fire of 1872 (p. 99) and now covered with substantial business

blocks. The financial quarter is crowded into the small territory bounded by *State*, *Washington*, *Milk*, and *Broad Sts.* (Pl. C, D, 3); the wool trade is centred in *Federal St.*, *Atlantic Ave.*, and the extension of *Summer St.* (Pl. D, 3); the leather and boot and shoe trade spreads over *Lincoln* and *South Sts.* (Pl. C, D, 4), and also part of *Pearl St.* (Pl. D, 3) and *Atlantic Ave.* (Pl. D, 2, 3); while the wholesale dry-goods business affects *Winthrop Sq.* and *Franklin*, *Chauncy*, *Kingston*, and *Bedford Sts.* (Pl. C, D, 3, 4). The large retail dry-goods stores of Boston rank with those of New York (p. 22). Among the most noted are the *Jordan-Marsh Co.*, the *R. H. White Co.* (with moving stairway), and *Shuman* (Washington St.), *Hollander* (Boylston St.), *Stearns* and *Houghton & Dutton* (Tremont St.), the *Shepard-Norwell Co.* (Temple Place), and *Hovey* (Summer St.).

In Post Office Square (Pl. C, 3) stands the *Mutual Life Insurance Building* (view from tower-balcony; key with superintendent).

We now follow *Milk Street* (Pl. C, 3), to the W., back to Washington St. At the corner of Devonshire St., opposite the Post Office, is the *Equitable Building*. At the corner of Washington St. stands, perhaps, the most sacred shrine in Boston, the ***Old South Meeting House** (Pl. 15; C, 3), built in 1729 on the site of an earlier church of wood, which lay near Gov. Winthrop's house.

Benjamin Franklin was baptised in the original church in 1706, and here Judge Sewall made his confession of repentance for his share in the witchcraft delusion of 1692. Some of the most stirring meetings of the Revolutionary times were held here, and from its doors the disguised Bostonians who threw the tea into the harbour in 1773 (pp. 99, 113) started for their enterprise. The British turned it into a riding-school in 1775, but it was afterwards restored to its sacred uses. The annual Election Sermon was delivered here, with few interruptions, from 1712 to 1872. It barely escaped the fire of 1872 and was afterwards used for a short time as a post-office. It now belongs to a patriotic society and contains an interesting collection of historical relics (9-6; adm. 25 c.). Lectures on local history are delivered in the Old South in winter.

A tablet on a building farther on, nearly opposite Boylston St. (see below), marks the site of the old *Liberty Tree*, a great rallying point at the time of the Revolution.

Boylston Street (Pl. A-C, 4-7), diverging from Washington St. to the right (W.), skirts the Common and Public Garden and leads to the *Back Bay* (p. 110). To the left, at the end of Columbus Ave., a short distance from Boylston St., we see the tower of what used to be the *Providence Station* (Pl. C, 4, 5; now unoccupied). In front of this building is the *Emancipation Group*, by Ball; the negro is a portrait of Archer Alexander, the last slave captured under the 'Fugitive Slave Law' in Missouri. — At the corner of Berkeley St. (right) stands the **Museum of Natural History** (Pl. B, 5; 9-5, 25 c.; free on Wed. & Sat. 10-4.30), with a library of 28,000 vols. and good zoological, ornithological, entomological, and mineralogical collections. Opposite is the *Young Men's Christian Association*. Adjacent are the main buildings of the ***Massachusetts Institute of Technology** (Pl. B, 5), the leading institution of the kind on the W. side of the Atlantic (1600 students; fine apparatus and collections). — Opposite is the large *Brunswick Hotel* (p. 95).

Boylston St. now reaches *Copley Square (Pl. B, 5), which offers perhaps the finest architectural group in Boston, including

Trinity Church, the Museum of Fine Arts, the Public Library, the Second Church (Unitarian), and the New Old South Church.

***Trinity Church** (Pl. B, 5), on the E. side of the square, the masterpiece of *H. H. Richardson* and a typical example of 'Richardsonian' architecture, is deservedly regarded as one of the finest buildings in America. It was practically completed in 1877 at a cost of $ 800,000 (160,000*l.*); the two W. towers and the admirable carving of the porch (by *Cairns* and *Mora*) date from 1896-98. Its style may be described as a free treatment of the Romanesque of Central France (Auvergne).

The building is in the form of a Latin cross, surmounted by a massive central *Tower, 210 ft. high, suggested by the lantern of the Old Cathedral of Salamanca (see *Baedeker's Spain*). The interior is very elaborately decorated by La Farge. The *Stained-glass Windows include fine specimens of La Farge, Burne Jones and William Morris, Henry Holiday, and Clayton & Bell. It is interesting to compare the painted English windows with La Farge's work, in which only the faces and hands are painted, the rest being in coloured glass. Near the chancel are busts of *Dean Stanley* (1815-81) and of the *Rev. Phillips Brooks* (d. 1893; by D. C. French), late Bishop of Massachusetts and rector of Trinity Church for 22 years. The adjacent *Chapel* is connected with the church by very effective open cloisters, in which is preserved the tracery from a window of the ancient church of St. Botolph, Boston, England.

The ***Public Library** (Pl. B, 5), on the W. side of the square, designed by McKim, Mead, & White and erected in 1888-95, is a dignified and imposing, simple and scholarly edifice, which forms a worthy mate to its vis-à-vis, Trinity Church. Its style is that of the Roman Renaissance. It is 228 ft. long, 225 ft. wide, and 68 ft. high (to the cornice), and encloses an open court, 140 ft. long and 100 ft. wide. The total cost, exclusive of the site, was $ 2,486,000. The library is open to the public, 9 a.m. to 10 p.m. in winter (summer till 9 p.m.; Sun. 2 to 9 or 10). It is the largest free library in the world (ca. 836,000 vols.), circulating 1,464,037 vols. for home use in 1903.

Exterior. Among the chief features of the exterior are the reliefs over the main entrance (arms of the Library, City, and State; by *Augustus St. Gaudens*), the medallions below the cornice representing the bookmarks of famous printers, and the inscribed names of eminent men. The platform in front of the entrance is to be embellished with two groups of statues by *A. St. Gaudens*.

The Interior is excellently arranged and equipped and affords accommodation for a million volumes. The *Vestibule*, of Knoxville marble, contains a statue of Sir Harry Vane (1612-62), by Macmonnies. — The *Entrance Hall* has a floor of white marble, inlaid with brass. Overhead are commemorated several eminent Bostonians. — The corridor to the right leads to the *Newspaper Reading Room* (350 papers in all languages) and the *Periodical Reading Room* (where about 1400 periodicals are displayed), the *Patent Library*, and the *Department of Statistics*. — The left corridor leads to the *Catalogue Room*. — From the Entrance Hall a superb marble *Staircase*, 20 ft. wide, embellished with figures of lions, in Siena marble, by *Louis St. Gaudens*, ascends to the first floor. Its windows overlook the *Central Court*, with its turf, fountain, arcade, and open-air walk, to which readers may resort in hot weather. The panels of the staircase hall contain *Paintings by *Puvis de Chavannes*, representing the Muses greeting the Genius of Enlightenment and figures of Philosophy, Physics, History, Epic Poetry, etc.

It is instructive to compare the effectiveness of these works from the hand of an expert with the comparative failure of some of the wall-paintings upstairs, executed by artists whose well-deserved fame is not based on *decorative* painting. — On the first floor is **Bates Hall* (so called in honour of an early benefactor of the library, a member of the firm of Baring Bros.), the great general reading-room, which is 217½ ft. long, 42½ ft. wide, and 50 ft. high. — To the right is the *Delivery Room*, adorned by not very perspicuous scenes illustrating the Quest of the Holy Grail, by *Edwin A. Abbey*. The books, which are kept in huge stacks, are expeditiously transferred to this room by ingenious mechanical appliances. — To the left are the *Children's Rooms* (one with effective ceiling decoration by *John Elliott*) and the *Lecture Hall*. — We now ascend to the second floor, passing a small balcony overlooking Bates Hall. *Sargent Hall* is adorned with somewhat complicated frescoes by *John S. Sargent*, the meaning of which may be deciphered with the aid of keys provided for the purpose. The valuable special collections of the library housed on this floor include the Ticknor Collection of Spanish and Portuguese Books, the Barton Library (with one of the finest existing collections of Shakspeariana, including both the early folios and the early quartos), the Bowditch Mathematical Library, the Prince Library (MSS. and early New England books, including two copies of the Bay Psalm Book (see p. 46), and Eliot's Indian Bible, 1663-85), the Barlow Library (Americana; including a Latin copy of the letter of Columbus to the King and Queen of Spain in 1493), the John Adams Library (2800 vols.), the Franklin Collection, the collection of works on early American history, the John A. Lewis Library (including many early books printed in Boston), the Galatea Library (books on the history of women), the Codman Library (works on landscape gardening), the Artz Library of American first editions, and the Tosti Collection of Engravings. The *Allen A. Brown Library of Music* (9189 vols.) occupies a separate room. Another is devoted to *Art*, where rare and illuminated MSS. are sometimes exhibited.

The *Second Church* (Pl. B, 5), rebuilt on its present site on the N. side of Copley Sq. in 1873-74, was the church of the three Mathers (p. 111) and of Ralph Waldo Emerson (1829-32).

The ***Museum of Fine Arts** (Pl. B, 5), on the S. side of Copley Sq., a somewhat restless piece of architecture, of red brick, with terracotta details, contains some valuable collections (open daily 9-5, Mon. 12-5, Sun. 1-5; adm. 25 c., free on Sat. & Sun.; Catalogue of Greek & Roman Casts 50 c.; Manual of Italian Renaissance Sculpture, 1904, 50 c.; Guide to the Perkins Collection of Coins 25 c.). Director, *Mr. Edward Robinson*. In 1903 the total number of visitors was 295, 416. — New building, see p. 110.

The **Ground Floor** is largely devoted to an extensive and excellent collection of *Casts*, chronologically arranged and surpassed in importance by those of Berlin, Dresden, and Strassburg only. — The room immediately to the left of the entrance contains *Greek and Roman Sculptures*, mainly acquired with the bequest of Mrs. Perkins and the Henry L. Pierce fund. By the walls, to the left: *Hermes (torso and head); marble head of Hercules, probably a copy of a type by Lysippus; *Torso of a goddess, an original Greek work; *Ideal Greek head (ca. 380 B.C.); *Head of Augustus; *Head of Alexander the Great; Roman portrait-head of Corbulo; Young Apollo, marble statue, the arms wanting, the feet restored (probably a Roman copy of a Greek original); Archaic lion in red sandstone; head of a Greek poet (Menander?). In the middle: Roman terracotta portrait *Head; torso of a youth, probably a copy of a lost Polycleitos (5th cent. B.C.); torso of a female figure, Greek (3rd cent. B.C.); Attic grave monument (ca. 400 B.C.) in the form of a vase. Here also are a magnificent **Head of Homer and a group of Leda and the Swan (5th-4th cent. B.C.). — The small room ad-

joining contains the **Francis Bartlett Collection* of Greek marbles, bronzes, terracottas, etc., every object in which merits careful inspection. The following may be selected for special attention (by the walls, to the left): the lower half of a draped female figure, probably a Greek work of the 4th cent. B.C.; the interesting little figure of a Weeping Siren, originally part of a gravestone decoration; the beautiful *Head of Aphrodite, evidently belonging to the School of Praxiteles, and dating not later than the 4th cent. B.C. In the middle: fragment of a Mounted Amazon, early 4th cent. B.C.; fragmentary *Figure of a seated woman, of later period than the other sculptures. The *Louter, or bath-basin, in a small case by itself, is a fine and probably unique example of archaic Greek bronze-work of the 6th cent. B.C. There are also wall-cases with vases, terracottas, small bronzes, coins, etc., and large amphoræ on stands. — Passing through the room to the E., containing Italian Renaissance casts, we reach the *Hall of Greek Vases*, containing a historical series, with many of remarkable quality. The two long centre-cases contain *Masterpieces of Greek Pottery. In a small case by itself (S.E. corner) is a fine Athenian **Cratera* (ca. 470 B.C.), with scenes from the Trojan War. The wall-case at the S. end is provided with handles for revolving the vases. Against the S. wall is a reproduction of the Erechtheum. — The long S. corridor which we now enter contains *Greek and Roman Casts*. — We, however, immediately, enter, to the W. of the Hall of Greek Vases, the *Greek Metal Room*. The cases under the windows contain collections of *Greek and Etruscan Mirrors* and *Gold Ornaments* (including the famous **Cameo*, the Nuptials of Cupid and Psyche, from the Marlborough Collection). By the walls are a bronze statuette of Hercules; bronze head of Arsinoë (?); painted Greek gravestone (under glass; ca. 400 B.C.). In the centre are floor-cases containing statuettes and other small objects, and a valuable collection of **Coins*. In a small case by itself at the S. end of the central row is a *Greek Bronze Amphora* with stand, dating from the 5th cent. B.C. — To the N. of the Greek Metal Room is the room of *Greek Terracottas*. On the right, as we enter, is a wall-case of iridescent glass. The clever modern forgeries of Tanagra figurines, in the first floor-case to the left, are worth noticing. The next cases contain small miscellaneous objects from South Italy and from Greece proper. In the centre floor-cases is an important collection of **Arretine Ware*, ranking second among the world's collections. Farther on are *Etruscan Sarcophagi* and *Cypriote Antiquities*. In the extension to the W. are the terracottas that give the room its name. To the left are cases containing Greek figurines, chiefly from Tanagra (in one case are 28 small figures of Eros); to the right, cases of figurines from Asia Minor, chiefly from Myrina. In a small glass-case in the centre is a statuette of Aphrodite, after Praxiteles. The cases under the window contain terracotta lamps and fragments and *Roman Glass*. — We now return through the Metal Room to the corridor of Greek and Roman Casts, and from its W. end pass into the room containing *Casts from the Parthenon*. — The door to the N.W. leads into a small room containing *Greek and Roman Casts, Busts, and Bronzes*. — The next three rooms, in the N.W. corner of the building, contain *Greek Casts*. — Passing though the room of *Egyptian and Assyrian Casts*, where the *Priest's Robe of leather, from Thebes in Egypt (ca. 1500 B.C.), should be noticed, we again reach the entrance-hall. — The two rooms immediately to the right of the staircase contain *Egyptian Antiquities* (including many fine specimens from the Egypt Exploration Fund).

In the **Entrance Hall**, at either side of the staircase, are two valuable specimens of *Boucher*. — On the walls of the staircase hang the Mosque of the Great Moguls at Delhi, by *Verestschagin*, and Belshazzar's Feast, by *Washington Allston*. — In the **Upper Hall** are some interesting marbles and bronzes by *Auguste Rodin*, including a bust of Ceres.

First Floor. The E. side contains the *Collection of Paintings*, many of which are on loan and frequently changed. — Turning to the right at the head of the main staircase, we enter the **First Picture Gallery**, which contains works of the Old Masters. To the left of the entrance: *Vivarini*, Saints (on panel); *Van Dyck*, Portrait of a woman; *Rembrandt*, *Study of his father, Danaë, and *Portraits of a man and his wife; *Rubens*, Marriage

of St. Catharine, study for the altar-piece in the Augustine Church, Antwerp; *Jac. van Ruysdael*, Landscape; *P. de Hooyh*, Interior; *W. van de Velde*, Seapiece; *N. Maes*, Jealous husband; *Metsu*, Usurer; *Hals*, Portrait of a lady; *Teniers*, Butcher's shop; *Van der Weyden*, "St. Luke drawing the Madonna: *Flemish School*, "Madonna and Child; *Crivelli*, Pietà; *Wohlgemuth*, Death of the Virgin; *Moreni*, Portrait; *Velasquez*, "Don Balthazar Carlos and his dwarf; *Veronese*, Justice; *Ribera*, Philosopher. The door to the right leads to the Print Rooms (see below); that in front to the —

Allston Room (American School), which contains works by *Washington Allston*, *Gilbert Stuart*, *Copley*, *Trumbull*, *Benjamin West*, etc. The unfinished portrait of Washington is one of the three portraits of Washington painted by Stuart from life. Martha Washington and Washington at Dorchester Heights are also by Stuart. There are many other interesting portraits.

The Third Picture Gallery contains at present chiefly works of the Early English and French Schools. On a stand in the centre are "The Slave-ship and another landscape, by *Turner*. On another stand are portraits by *Greuze* (the 'Chapeau Blanc') and *Goya*, a still-life piece by *Chardin*, and a masquerade by *Hogarth*. On the walls hang specimens of *Reynolds*, *Lawrence*, *Richard Wilson*, *Constable*, and *Nattier*, and an original portrait of Franklin, by *Duplessis* (formerly ascribed to Greuze).

The Fourth and Fifth Picture Galleries contain Modern Works, including specimens of *Corot*, *Regnault*, *Elihu Vedder*, *Brush*, *Thayer*, *Whistler* ('Little Rose', 'The Blacksmith', and two others), *Rousseau*, *Troyon*, *Meissonier*, *Millet*, *Delacroix*, *L'Hermitte*, *Gérôme*, *Diaz*, *Degas*, *Monet*, *Puvis de Chavannes*, *Decamps*, *Couture*, *Daubigny*, *Winslow Homer*, *Alexander*, *Dennis Bunker*, *Inness*, etc. We now reach the —

Southern Corridor, which contains a few *Paintings*, *Illuminated MSS.*, *Japanese Armour*, "*Paintings*, and *Prints* (often changed), the highly valuable "*Morse Collection of Japanese Pottery* (the finest in existence) and *Japanese Wood Carvings*. [By far the larger part of the Japanese paintings, prints, and designs are stored away downstairs, where they are accessible to students.] — From the other end of the corridor we enter the —

Japanese Room, containing fine collections of "*Japanese Bronzes*, *Enamels*, "*Lacquer Work*, *Weapons*, *Ivory and Wood Carvings*, *Gold and Silver Ornaments*, etc. A case in this room contains the largest crystal ball in the world (Japanese). — The N.W. door leads to the —

Metal Room, containing *Chinese Bronzes*, *Chinese and Japanese Pewter Vessels*, *Oriental Arms and Metal Work*, etc. — The —

Coin Room, which opens to the right, contains collections of *Coins*, *Electrotype Reproductions of Coins*, *Gold and Silver Ware*, *Watches*, *Rings*, *Fans*, etc. — The —

Pottery and Porcelain Room, entered from the Metal Room, contains extensive collections of *Majolica*, *Fayence*, *Sèvres and English China*, *Indian and Mexican Pottery*, *German and Venetian Glass*, *Chinese and Japanese Porcelain*, *Enamels*, etc. A case at the S. end contains a good collection of jade ornaments. — The first door to the right leads to the —

Lawrence Room, fitted up with carved oak of the 17th cent. and containing some old cabinets. It is adjoined by the Room of Wood Carving, in which, in four floor-cases to the right, is also the "*Bigelow Collection of Amber*, from which we enter the —

Textile Gallery, containing Gobelins, Beauvais, Flemish, and other tapestry, Italian embroideries, laces, etc. The standards display a selection of *Textiles*, changed every few months, from the textile collection in the basement. — We have now made the circuit of the building and regained the hall at the head of the staircase.

The three Print Rooms (see above) contain varying selections of *Prints and Engravings*, a visitors' guide to which is hung on the walls. The Museum now possesses about 70,000 prints. The Third Print Room is adjoined by the —

Room of Water-Colours and Drawings, communicating with the Fifth Picture Gallery (see above), among the contents of which are 21 drawings and water-colours by *J. F. Millet* and 27 water-colours by *Wm. Blake*.

In the **Attic** are rooms occupied by the *School of Drawing and Painting*. The *Basement* contains the fine *Art Library* and many thousand specimens of textiles of various times and nationalities, arranged for the use of students and designers.

The ***New Old South Church** (Pl. B, 5), so called as the successor of the Old South Church (p. 104), is a fine building in an Italian Gothic style, with a tower 248 ft. in height. It was built in 1874-75. The marbles and ornamental stone-work are fine.

Among other noteworthy buildings in this part of the city are the *Boston Art Club* (Pl. B, 5), at the corner of Newbury and Dartmouth Sts. (p. 98); the *Hotel Vendome* (Pl. a, B 5; p. 95), at the corner of Dartmouth St. and Commonwealth Ave.; the *Boston Athletic Association* (Pl. B, 5; p. 98), Exeter St.; the *University Club* (Pl. 24; A, 5), Beacon St.; the *Harvard Medical School* (Pl. B, 5; pp. 110, 114), at the corner of Exeter and Boylston Sts. (to be removed to the Back Bay Fens); the *First Baptist Church* (Pl. B, 5), at the corner of Clarendon St. and Commonwealth Ave., generally known as the *Brattle Square Church*, a fine building with a Florentine tower by H. H. Richardson, embellished with bas-reliefs and figures of angels; the *Central Congregational Church* (Pl. B 5), Berkeley St., a beautiful building, with fine stained glass windows; the *First Church (Unitarian;* Pl. 9, B 5), Berkeley St., cor. of Marlborough St., with tablets in memory of its four founders (unveiled in 1913 and an old silver chalice given by Governor Winthrop (one of the founders) in 1633; *Emmanuel Church* (Pl. B, 5), Newbury St.; the *Normal Art School* (Pl. B, 5), at the corner of Newbury and Exeter Sts.; the *Horace Mann School for the Deaf*, Newbury St.; the *Spiritual Temple* (Pl. B, 5), at the corner of Newbury and Exeter Sts.; the *Church of the Christian Scientists*, at the corner of Norway and Falmouth Sts.; and the *Mt. Vernon Church* (Pl. 14; A, 6), with a good memorial window by La Farge, at the corner of Beacon St. and Massachusetts Ave.

Huntington Avenue (Pl. B, 5-7), which diverges to the left from Boylston St. at Copley Sq., also contains many important buildings. To the right, a short way beyond the railway, is the huge building of the *Massachusetts Charitable Mechanic Association*, usually known as *Mechanics' Hall* (Pl. B, 6; p. 97). A little way farther on, on the same side, is the *New Century Building*, containing *Potter Hall* (Pl. B, 6; p. 97). Also to the right is *Chickering Hall* (Pl. B, 6; p. 97), with its arcaded front. This is adjoined by the handsome *Horticultural Hall* (Pl. B, 7; p. 97), at the corner of Massachusetts Ave. At the opposite corner is the imposing *Symphony Hall* (Pl. B, 7; p. 97), erected in 1900. At the corner of Gainsborough St., to the left, is the *New England Conservatory of Music* (Pl. 8, B 7; 2000 pupils), which includes *Jordan Hall* (p. 97), one of the finest concert-halls in America. Opposite is the *Children's Hospital*. Still farther out, to the left, is the *Medical & Dental School of Tufts College* (p. 151).

***Commonwealth Avenue** (Pl. A, B, 4-6), which runs parallel with Boylston St., is one of the finest residence-streets in America, with its double row of trees and handsome houses. It is 240 ft. wide and is adorned with statues of *Alex. Hamilton* (Pl. B, 4; 1757-1804; by Rimmer), *John Glover* (Pl. B, 5; 1732-97; by Milmore), *William Lloyd Garrison* (Pl. B, 5; 1805-79; by Warner), and *Leif Ericson*, the leader of the Norsemen who are supposed to have landed at Point Allerton (p. 115) in the 11th cent. (Pl. A, 6; by Miss Whitney).

***Beacon Street** (Pl. A-C, 3-6), beginning on Beacon Hill, skirting the N. side of the Common, and then running parallel with Commonwealth Ave., is the aristocratic street of Boston *par excellence*. Its back-windows command a fine view of the Charles River. No. 296 was the home of *Dr. Oliver Wendell Holmes*.

The **Back Bay** (Pl. A, B, 4-6), the fashionable W. end district traversed by the above-named streets, was at the beginning of the 19th century occupied by dreary mud-flats, salt-marshes, and water, and its reclamation was a work of immense toil and expense (comp. p. 99). The ***Back Bay Fens** (Pl. A, 7) have been skilfully laid out by the late F. L. Olmsted on the site of the unsightly swamps which formerly lay here and form the first link in the splendid chain of parks and boulevards, of which Franklin Park is the chief ornament (comp. p. 111). The chief entrances to the Fens are marked by a *Gateway* (Westland Ave.) and a *Fountain* (Hemenway St.); and at the end of Boylston St. is a fine memorial of *John Boyle O'Reilly* (1844-90), by D. C. French. The quarter adjoining the Fens promises to be one of the finest in the city and various important public and private buildings have already been erected or planned. Among these are the *Somerset Hotel* (p. 94), at the corner of Commonwealth Ave. and Charles Gate East; the *Massachusetts Historical Society* (Pl. A, 6; interesting relics and valuable library), at the corner of Boylston St. and the Fenway; the *Boston Medical Library* (Pl. A, 7), in the Fenway, adjoining the last. Considerably farther out, at the corner of Huntington Ave. and Wigglerworth St., is the extensive site to be occupied by the new buildings of the *Harvard Medical School* and various hospitals in connection with it. Near this, between Huntington Ave. and the Back Bay Park, is the site of the new building of the *Museum of Fine Arts* (p. 106), while at the corner of the Fenway and Worthington St. (Pl. I; C, 6) is *Simmons Hall*, a college for women. At the opposite corner of Worthington St. is —

Fenway Court, the residence of *Mrs. John L. Gardner*, an attractive building in a Venetian style, enclosing a courtyard and incorporating many original balconies, windows, and other details brought from Italy. It contains the choicest *Collection of Art in America, which is open to the public from time to time (dates and tickets, price $1, obtained only at Herrick's, Copley Sq.). Catalogue 25c.

Among the most notable works in the collection are the following: *Raphael*, *Portrait of Fedra Inghirami (inferior replica in the Pitti Palace), *Pietà (small); *Botticelli*, Death of Lucretia, *Madonna aux Epis (the 'Chigi Botticelli'); *Tintoretto*, Portrait of a lady (from the Chigi Gallery); *Titian*, *Rape of Europa, painted for Philip II. of Spain, afterwards in Lord Darnley's collection at Cobham Hall, and described by Rubens as 'the first picture in the world'; Anne of Austria and her mother. — *Paolo Veronese*, *Coronation of Hebe (ceiling-painting); *Giorgione* (after *Bellini*), Head of Christ; *Andrea del Sarto* (?), Bandinelli, the sculptor; *Cellini*, Bronze bust of Bindo Altoviti (from the Palazzo Altoviti at Rome); *A. Mantegna* (?), *Madonna and Child, with saints; *Fior. di Lorenzo*, Annunciation; *Pesellino*, Love & Death, Labour & Time (two panels); *Moroni*, Portrait; *Crivelli*, *St. George; *Paris Bordone*, Christ in the Temple; *Matteo Civitale*, Madonna

and Child (terracotta group); *Rubens*, *Thomas Howard, Earl of Arundel; *Rembrandt*, *Portrait of himself at the age of 22, Storm on the Sea of Galilee, *Landscape, *Portraits of a husband and wife (1633); *Van Dyck*, So-called Duchess of Ossuna; *Albrecht Dürer*, Portrait; *Holbein*, *Sir William and Lady Butts; *Ant. Moro (Sir Anthony More)*, *Queen Mary I. of England; *Jan van der Meer*, Concert; *Terburg*, Music-lesson; *Schongauer*, Madonna (copy of the painting at Colmar); **Degas*, Woman in black (1867). — The beautiful *Central Court also contains many interesting works of art.

***Franklin Park** is 520 acres in extent and lies in W. Roxbury (reached by electric car). Its natural beauties were skilfully taken advantage of by the late Frederick Law Olmsted, and many of its drives and walks are very beautiful (park-carriages 25 c. each). The park includes a public golf-course, tennis grounds, a toboggan-chute (in winter), etc. Extensive view from the Overlook.

The Public Park System of Boston is almost unique. The *City Park System*, with a total area of 2400 acres, forms an almost unbroken line of parks and parkways from the Public Garden (p. 100) to City Point, in Boston Harbour (p. 114). The main units in this system (Franklin Park, etc.) are mentioned at various pages of the Handbook. The *Metropolitan System*, forming an outer line of parks, has an area of 11,000 acres, including two large wooded reservations (Blue Hills, p. 116, and Middlesex Fells, p. 116), two important beaches (Revere Beach, p. 119, and Nantasket Beach, p. 115), and the boating section of the Charles River (comp. p. 116). When completed this system will afford 50 M. of drives of varied character. Comp. the Map at p. 116.

The **North End** (Pl. B, C, 1-2) of Boston, embracing the site of *Copp's Hill* (p. 98), now one of the poorer districts and occupied mainly by foreigners, contains some points of considerable historical interest. The **Copp's Hill Burial Ground** (Pl. C, 2; key kept by sexton; see notice on gate), dating from 1660, contains the graves of Increase, Cotton, and Samuel Mather (1639-1723, 1663-1728, 1706-85). Adjacent, in Salem St., is **Christ Church** (Pl. 6, C 2; adm., including view from tower, 25 c.), the oldest church now standing in the city (1723), on the steeple of which the signal-lanterns of Paul Revere are said to have been displayed on April 18th, 1775, to warn the country of the march of the British troops to Lexington and Concord (p. 146). Between Copp's Hill Burial Ground and the river is the small *North End Park* (Pl. C, 1). *North Square* (Pl. C, 2) is the centre of what is known as 'Little Italy'.

Boston has long been famous for its **Charitable Institutions.** The **Perkins Institution for the Blind*, in South Boston (p. 98), indissolubly associated with the names of Laura Bridgman and Helen Keller, is one of the best known of these and has a large library of raised-letter books (visitors admitted on Thurs. at 11 a.m.; 15 c.). Others are the *Massachusetts General Hospital* (Pl. B, 3); the *New England Women's Hospital* in Roxbury, entirely managed by women; the *Eye & Ear Infirmary* (Pl. B, 3); the *Old Ladies' Home* (Pl. B, 4); the *City Hospital* (Pl. D, 7); the *Children's Hospital*; the *Carney Hospital*, in South Boston; the *Kindergarten for the Blind*, in Jamaica Plain (p. 116); and the *Homeopathic Hospital* (Pl. 12; D, 7). The *Criminal* and *Reformatory Institutions* are mainly on the harbour islands (p. 115) or in S. Boston.

Among other points of interest in Boston proper are the **Cathedral of the Holy Cross** (R. C.; Pl. D, 6), a large edifice in Washington St. (365 ft. long), in front of which is a *Statue of Columbus*, erected in 1892; the *Church of the Immaculate Conception* (Pl. 13; D, 7), Harrison Ave. (good music); the

Church of the Advent (Pl. 1; B, 4), Brimmer St. (high-church Epis.; good music); the *Boys' English High & Latin School* (Pl. 4; C, 6), between Montgomery St. and Warren Ave. (the oldest school in the United States, dating from 1635, and the largest building for public school purposes in the country); the *Girls' High & Latin School* (Pl. 10; C, 6), W. Newton St.; the *Armoury of the First Corps of Cadets* (Pl. C 5); the *Tremont Building*, at the corner of Beacon and Tremont Sts. (view from upper stories); the *Youth's Companion Building* (Pl. 22; C, 5), at the corner of Columbus Ave. and Berkeley St.; the *Pope Manufacturing Co.'s Building* (Pl. 17; C, 5), adjoining the last; the *Masonic Temple* (1898), at the corner of Tremont and Boylston Sts. (Pl. C, 4); the *Tremont Temple* (Pl. C 3), with its curious façade and a large hall used as a free Baptist church and for other purposes; the *Charlesbank* (Pl. A, B, 2, 3), a small park, with open-air gymnasia and playgrounds; and the *Marine Park* at South Boston (band on Sun. evening in summer), with a statue of Adm. Farragut (by H. H. Kitson), public bath-houses, and two large piers, one of which leads to *Castle Island* (p. 116). A tablet on a building at the corner of Pearl St. and Atlantic Ave. (Pl. D, 3), marks the site of *Griffin's Wharf*, the scene of the Boston tea-party (p. 101). The statues not yet mentioned include those of *Samuel Adams* (p. 99), by Miss Whitney, in Adams Sq. (Pl. C, 3); *Gov. Winthrop* (p. 99), at the corner of Berkeley and Marlborough Sts. (Pl. B, 5), by Greenough; and small figures of *Columbus* and *Aristides* in Louisburg Sq. (Pl. B, 4). It may be added that *A. Bronson Alcott* and *Louisa M. Alcott* died at No. 10 Louisburg Sq. (1888), that *Jenny Lind* was married at No. 20 (1852), and that *W. D. Howells* lived at No. 4.

The **Warren Museum of Natural History**, 92 Chestnut St. (Pl. B, 4), is of special interest to anatomists (adm. on application to Dr. Warren, 58 Beacon St., or Dr. Dwight, 235 Beacon St.). It contains the only perfect skeleton of the mastodon.

Cambridge (no good hotels; *Dunster Café*, Dunster St., near Harvard Sq., L. 25*c.*, D. 50*c.*), an academic city with (1900) 91,886 inhab., lies on the N. bank of the *Charles River*, opposite Boston, with which it is connected by several bridges traversed by electric tramways. It was founded as the fortified 'Newe Towne' in 1630-31, and received its present name in 1638. The road connecting Watertown and Charlestown is older than the town and was probably laid out over an Indian trail. The interest of Cambridge centres in the fact that it is the seat of ***Harvard University**, the oldest and most famous of American seats of learning. HARVARD SQUARE (Pl. B, C, 3), adjoining the University Yard, is the chief intersection-point of the tramway-lines and the focus of the city's activity.

Harvard College was founded by the Commonwealth of Massachusetts in 1636, and received in 1638 a legacy of about 800*l.* from the *Rev. John Harvard*, a graduate of Emmanuel College, Cambridge. Its growth through public fostering and private endowment has been continuous; and it is now attended by about 6000 students, taught by 550 professors and instructors. The faculty of Arts and Sciences includes Harvard College proper, or the academic department (2700 students), the Lawrence Scientific School (science, mining, engineering), and the Graduate School. The Professional Schools embrace divinity, law, medicine, dentistry, veterinary medicine, and agriculture. The list of distinguished alumni includes the names of John Adams (class of 1755), John Quincy Adams (1787), W. E. Channing (1798), Edward Everett (1811), W. H. Prescott (1814), George Bancroft (1817), R. W. Emerson (1821), O. W. Holmes (a native of Cambridge; 1829), Sumner (1830), Motley (1831), Lowell (a native of Cambridge; 1838), E. E. Hale (1839), and Thoreau (1837). Among its presidents and professors have been Josiah Quincy, Edward Everett, Jared Sparks

Wagner & Debes' Geogr. Estab! Leipzig

Joseph Story, Asa Gray, Jeffries Wyman, Benj. Peirce, Agassiz, Longfellow, Holmes, and Lowell.

The main buildings of the University are grouped near the centre of old Cambridge, about 3½ M. from Boston, and enclose two spacious quadrangles, shaded by fine elms. The so-called 'Yard' (Pl. C, 3, and inset) has two main entrances, with gates erected in 1890 (W. end) and 1891. Among the buildings are *University Hall* (1815), with the college-offices; *Massachusetts Hall* (1720), the oldest college building now standing; *Harvard Hall* (1765); *Gore Hall* (1841), with the *University Library* (600,000 vols.; numerous interesting relics and autographs); the *Boylston Chemical Laboratory*; °*Sever Hall* (1880), a good example of H. H. Richardson; *Robinson Hall*, the architectural school; *Appleton Chapel*; the tiny and outgrown *Holden Chapel* (1744); the *Phillips Brooks Memorial House* (1893); and several dormitory buildings (*Hollis*, *Stoughton*, *Holworthy*, *Thayer*, *Weld*, *Gray's*, *Matthews*, etc.). *Wadsworth House*, the unpretending wooden building in the S.W. corner of the Yard, was long the residence of the Presidents of the University. — On the N. side of the Yard, facing Cambridge St., is the **Fogg Art Museum**, open daily, 9-5, on Sun. 1-5 (Director, Prof. C. H. Moore), which includes admirable synoptical working collections of °Engravings, casts, photographs (30-40,000), and drawings (several by Turner); a small but choice collection of bronzes, vases, and coins (small room on groundfloor); a few excellent early Italian paintings (upstairs), including examples of Benvenuto da Siena, Pinturicchio, and Giov. Bellini (?); and a few antiques, among which are a fine °Torso of Meleager (early 4th cent. B. C.) and a headless torso of Aphrodite (Greek, groundfloor, near the staircase). — In the small triangle at the junction of Broadway and Cambridge St. stands the °**Germanic Museum** (Pl. C, 3; Mon. & Frid. 9-3.30, Sun. 1-5), containing casts of typical German sculptural monuments, the gift of the German Emperor, and reproductions of representative German gold and silver plate, given by leading German citizens. — On the other side of Cambridge St. is **Memorial Hall** (Pl. C, 3), by Ware and Van Brunt, erected in memory of the members of the University who fell in the Civil War. It includes a *Vestibule*, with tablets of marble bearing the names of the fallen; the *Sanders Theatre*, in which the graduation ceremonies are held, with a statue of *President Josiah Quincy* (1772-1864), by W. W. Story; and a large *Hall*, containing numerous interesting portraits and stained-glass windows, and used daily as a dining-hall by 1000 students (other accommodation for students in the *Randall Dining Hall*, Divinity Ave.). To the W. of the building is a modern ideal *Statue of John Harvard* (1607-38), by D. C. French. — In Kirkland St., immediately to the N. of Memorial Hall, stands the new *Lecture Hall* (Pl. C, 2). — We now follow Kirkland St. to the E. and then Divinity Ave. to the left. In the latter, to the left, is the main building of the **University Museum** (Pl. C, 2; open daily, 9-5; Director, Prof. Alex. Agassiz), containing valuable collections of comparative zoology, botany, mineralogy, and geology. The °*Glass Flowers* in the Botanical Section (W. wing, 2nd floor), made by the Blaschkas of Hosterwitz (near Dresden), are so perfect as to stand the test of a microscope. The Anthropological Section occupies an adjoining but separate building known as the *Peabody Museum* (Pl. 6; C, 2). On the other side of Divinity Ave. is the *Semitic Museum* (Pl. c, D, 2), with Assyrian, Babylonian, Palestinian, Syrian, Persian, Egyptian, and Phœnician collections. Opposite the Museums are the *Divinity Hall* and the *Divinity Library* (Pl. C, 2). The *Lawrence Scientific School* (Pl. C, 3), the *Hemenway Gymnasium* (Pl. C, 2, 3), the *Jefferson Physical Laboratory* (Pl. C, 2), the *Rotch Laboratory*, *Hastings Hall* (Pl. B, 2; a dormitory), and the °*Law School* (*Austin Hall*; Pl. B, C, 2; by H. H. Richardson) all lie to the W. of Memorial Hall. The *Botanic Garden* (Pl. A, 1) and the admirable *Observatory* (Pl. A, 1), are ¾ M. to the N.W. *Pierce Hall*, *Perkins Hall*, and *Conant Hall* (Pl. C, 2), three dormitories, stand to the N. and W. of the Museums. — At the corner of Massachusetts Ave. and Quincy St. stands the building of the *Harvard Union* (Pl. C, 4, & inset), a club for graduates and undergraduates, the gift of Mr. H. L. Higginson, containing a fine portrait by Sargent of the donor. To the S. of this point are *Claverly*, *Randolph*, and *Westmorly Halls* (Pl. C, 4),

three of the newest and most luxurious dormitories. — The chief *Athletic Ground* of Harvard is the *Soldiers' Field*, on the S. bank of the Charles, with the *Carey Athletic Building*, the *Locker Building*, and the enormous new Stadium, built of concrete, accommodating 27,000 spectators, and equalling the Roman Colosseum in circumference. The *University Boat House* (Pl. A, 4) lies on the S. bank of the Charles, and the *Weld Boat Club* (Pl. B, 4, 5), on the opposite bank, is also used by the students. — The buildings of the *Medical*, *Dental*, and *Veterinary Schools* are in Boston (comp. p. 109), and the *Bussey Institution* (Arboretum, with a new laboratory) is at Jamaica Plain (p. 116).

The **Common** (Pl. B, 2, 3), to the W. of the University buildings, contains a *Soldiers' Monument* (Pl. 9) and statues of *John Bridge* (Pl. 14; 1578-1665), the Puritan, and *Charles Sumner* (Pl. 5; 1811-74). Near its N.W. angle is the venerable *Washington Elm*, under which Washington assumed command of the American army on July 3rd, 1775. To the S. of the Elm is *Radcliffe College*, for women, named in honour of the Englishwoman Anne Radcliffe (Lady Moulson), the first woman to give a scholarship to Harvard (1640). Here about 430 young women receive instruction from Harvard professors and are granted the degrees of A. B. and A. M., countersigned by the President of Harvard University. Adjacent is the *Shepard Memorial Church* (Pl. 8). To the W. of this is the *Episcopal Theological School* (Pl. A, 2, 3), with *St. John's Memorial Chapel*. — Opposite the S. end of the Common stand the *First Parish Church* (Pl. B, 3), with a Gothic steeple, and *Christ Church*, built of materials brought from England and containing a fine set of chimes. Between them is the burying-ground of the old town.

'Like Sentinel and Nun, they keep
'Their vigil on the green;
'One seems to guard, and one to weep
'The dead that lie between'. *(O. W. Holmes.)*

A little to the W. of the Epis. Theolog. School, in Brattle St., facing towards the Charles River, is ***Craigie House** (Pl. A, 2), built in 1759 by Col. Vassall and occupied by Washington in 1775-76, but winning its chief interest from the fact that it was the home of *Henry W. Longfellow* from 1837 till his death in 1882. It contains many interesting relics of the poet. In Elmwood Ave., which leads to the left from Brattle St. farther on, is *Elmwood*, the home of *James Russell Lowell* (1819-91), adjoined by a small public park.

Following Brattle St. or Mt. Auburn St. for about 1 M. (electric car on the latter), we reach the entrance to ***Mt. Auburn Cemetery**, which is very beautifully laid out and contains the graves of Longfellow, Lowell, Sumner, Everett, Josiah Quincy, Rufus Choate, Channing, Motley, Agassiz, Prescott, Phillips Brooks, Oliver Wendell Holmes, and many other distinguished men. Fine *View of Boston and its environs from the tower on the highest point. The *Chapel* contains some interesting statues.

Among the other important buildings of Cambridge are the ***City Hall**, Massachusetts Ave., designed by A. W. Longfellow; the *Public Library*, at the corner of Broadway and Irving St.; and the *Manual Training School*, opposite the last — all three presented to the city by *Mr. F. H. Rindge*,

a native of Cambridge. The *Epworth Methodist Church*, near Austin Hall, the *Riverside Press*, and the *University Press* may also be noted. At *Cambridgeport* are the famous telescope-makers, *Alvan Clark & Co.* The total value of the industrial products of Cambridge in 1900 was $ 39,164,000. — The *Charles River Speedway*, on the S. bank of the Charles River, near the Soldiers' Field (p. 114), is much frequented for driving and sleighing.

Charlestown (Pl. A, B, 1), on the left bank of the Charles River, settled in 1829 and containing 40,500 inhab., is now incorporated with Boston, with which it is connected by railway and other bridges. The most prominent feature of Charlestown is the **Bunker Hill Monument** (Pl. A, 1), a granite obelisk 221 ft. high (294 steps), erected in 1825-42 to commemorate the battle of *Bunker* or (more properly) *Breed's Hill* (June 17th, 1775). The *View from the top (adm. 20 c.) includes Boston, Boston Harbour, the Charles and Mystic Rivers, Cambridge, the Blue Hills, etc. Adjacent is a bronze statue of *Col. Prescott*, by Story, and in the building at the base of the monument is one of *Gen. Warren* (killed in the battle).

The British troops under Lord Howe received a severe check on their first two assaults on the hill occupied by the American troops, but on the third attempt they drove the Americans from their entrenchments and took possession of the hill. Washington then advanced on Boston and after a siege of nine months compelled the British to evacuate the city (comp. p. 99).

Charlestown also contains a *Navy Yard* (Pl. B, 1; 87 acres; open 9-4), a *Soldiers' Monument*, and a *Monument to John Harvard* (p. 112; in the old burial-ground). A house in Main St., near Thompson Sq. (p. 96; Pl. A, 1), is marked as the birthplace of *Samuel Morse* (1791-1872), inventor of the electric telegraph. — In the dock used by the White Star Line lies the old frigate 'Constitution', the victor in the famous fight with the British 'Guerriere' (Aug. 19th, 1812).

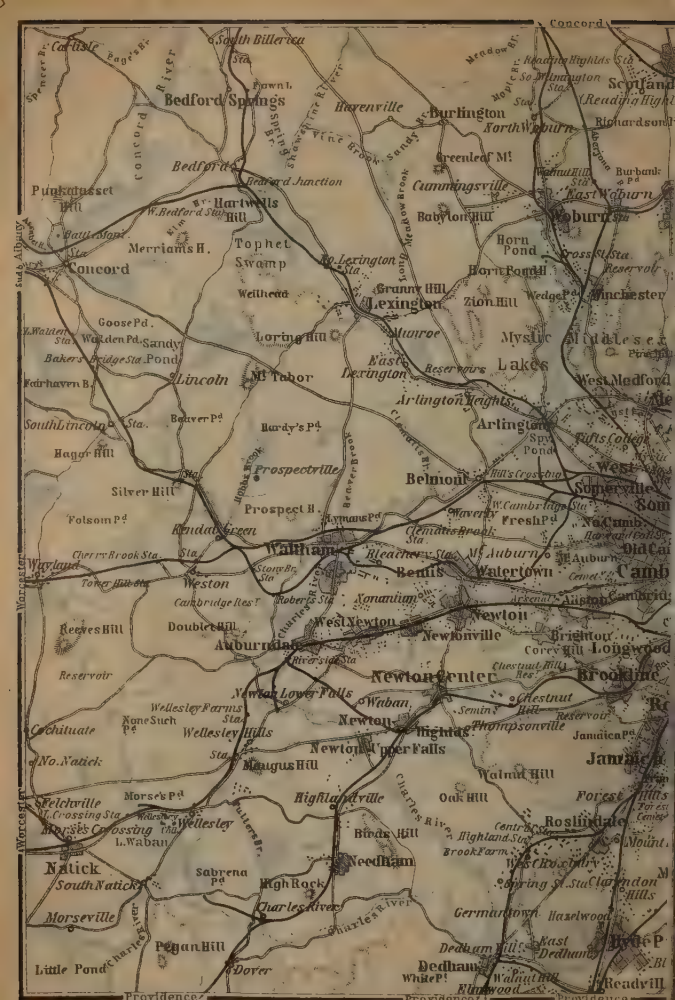
The Environs of Boston are very attractive and afford opportunity for many pleasant excursions (numerous historical points now marked by tablets). First in point of interest is the beautiful *Harbour, dotted with numerous islands. It is about 15 M. long from N. to S. and 8 M. wide from E. to W. and has a minimum depth of 23 ft. at low water. The Main Ship Channel, or entrance to the harbour, is between *Point Allerton* on the S. and the *Brewsters*, with *Boston Light*, on the N. Steamers ply regularly from *Rowe's*, *Forster's*, and *India Wharves* to the favourite resorts. Among these are **Hull** (*The Pemberton*, $ 4; *Nautilus Inn*), with the headquarters of the *Hull Yacht Club*; *Hingham* (see p. 117); and **Nantasket Beach** (*Rockland Ho.*, $ 4; *Atlantic House*, $ 3-4½; *Nantasket Hotel*, from $ 2, frequented by day-trippers), a fine strip of beach, 5 M. in length, which offers a scene of great animation on Sundays and holidays. A narrow-gauge electric railway runs from Hull along Nantasket Beach to *Nantasket Junction* (see p. 117). Among the chief islands in the harbour are *Castle Island* (p. 112), with the old Fort Independence; *Governor's Island*, with Fort Winthrop; *Deer Island*, with the House of Industry; *Long Island*, with the City Poorhouses; and *George's Island*, with the strong Fort Warren. The lights and beacons include *Deer Island Light*, *Long Island Light*, *Nix's Mate*, *Bug Light*, and *Boston Light*, at the entrance to the Harbour.

Steamers also ply regularly in summer to *Nahant* (p. 121; 25 c.), while excursion-trips are made to the *North Shore* (p. 123), *Provincetown* (p. 120), *Plymouth* (p. 117), and other points in *Massachusetts Bay*.

The most beautiful of the suburban neighbours of Boston is **Brookline**, which lies to the S.W. of the city and contains many very handsome residences embowered in trees. It is connected with Boston by railway and electric tramway. One of the most charming of the many charming places here is *Holm Lea*, the home of Prof. C. S. Sargent, the well-known arboriculturist. Among the buildings of the village proper may be mentioned the *Unitarian Church* and the *Public Baths*. Near Brookline is the large *Chestnut Hill Reservoir*, the drive round which is a favourite one from Boston. — To the S. of Brookline lies **Jamaica Plain**, with *Jamaica Park*, *Jamaica Pond* (on the W. bank, the home of the late Francis Parkman, the historian), and the *Arnold Arboretum*, one of the finest institutions of the kind in the world (fine hemlock wood at its S. end; view from the central hill). *Mr. Quincy A. Shaw*, Perkins St., Jamaica Plain, possesses the richest and choicest Collection in existence of works by *J. F. Millet*, *Rousseau*, *Troyon*, *Corot*, *Daubigny*, and other masters of the Barbison school. Among other works of art in the same collection are paintings by *Rembrandt* (two heads), *Potter*, *Frans Hals*, *Francia*, *Tintoretto*, and *Mainardi*; a Madonna by *Luca della Robbia*; and a marble relief and a Bust of Lorenzo de' Medici, by *Verrocchio*. — A little farther to the S. is the pretty *Forest Hills Cemetery*, with a fine monument to the sculptor **Martin Milmore**, by D. C. French (relief of Death staying the sculptor's hand). The cemetery abuts on *Franklin Park* (see p. 111). All these places may be easily combined in one afternoon's drive and are accessible by electric car. The *Martin Luther Orphan Home*, in the district of *West Roxbury*, occupies the **Brook Farm**, where a small group of cultivated people, led by George Ripley, made their famous attempt to found a socialistic community (1841-47). Hawthorne, Margaret Fuller, and Channing were among those connected with this experiment. The home and church of *Theodore Parker* (1810-60) were in W. Roxbury, and there is a bronze statue of him in Centre St. — **Chelsea** (*Broadway*, $ 2; *Carleton*, $ 1½-2½), to the N. of E. Boston, on the *Mystic River*, contains a Soldiers' Monument, a Soldiers' Home, a Marine Hospital, a Naval Hospital, and well-known Art-Tile Works. — Those who are fond of rowing and canoeing should go by the Boston & Albany R. R. or by electric car to (11 M.) *Riverside* (boat-houses, etc.), situated on a lovely reach of the *Charles River*. On the edge of the river is *Norumbega Park*, a pleasure-resort with a restaurant, theatre, concerts, electrical fountain, boat-house, menagerie, and other attractions (adm. 10 c.; return-ticket by Commonwealth Ave. Street Railway, from Newton Boulevard, incl. adm., 15 c.). On the river-bank, about 1 M. below, is a tower erected by Prof. Horsford on what he believed to be the site of the ancient *Norumbega*.

Other favourite resorts within easy reach of Boston are *Newton* (see p. 82); the *Blue* or *Milton Hills* (views), 8 M. to the S. (comp. p. 86); *Revere Beach* (p. 121); *Arlington Heights* (360 ft.; view; Robbins Springs Hotel), reached by train from Boston or by electric car viâ Cambridge; *Waverley* (also reached by electric car or railway), about 3 M. to the W. of Cambridge, with the picturesque Beaver Brook and Waverley Oaks Reservation (fine trees); and the *Middlesex Fells* (p. 151). Longer excursions may be made to *Concord* (p. 146) and *Lexington* (p. 147), *Providence* (p. 84), *Newport* (p. 89), etc.

From Boston to *New York*, see R. 4; to *Portland*, see R. 9; to the *White Mts.*, see p. 158; to *Nantucket and Martha's Vineyard*, see p. 119; to *Plymouth*, see R. 6; to *Cape Cod*, see R. 8; to *Campobello and Grand Manan*, see R. 13; to *Albany*, see R. 17; to *Canada*, see R. 15.


Concord
Carlisle
South Billerica
Bedford Springs
Concord River
Havenville
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Hartwells Hill
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Babylon Hill
Horn Pond
Horn Pond H.
Merriams H.
Tophet Swamp
Concord
No. Lexington Sta
Weilhead
Granny Hill
Lexington
Zion Hill
Winchester
Goose Pd.
Loring Hill
Munroe
Mystic Lakes
Middlesex
Sandy Pond
East Lexington
Reservoirs
Lincoln
Mt Tabor
West Medford
Fairhaven B.
Arlington Heights
Arlington
South Lincoln
Beaver Pd
Hardy's Pd
Spy Pond
Tufts College
Hagar Hill
Prospectville
Belmont
Hill's Crossing
Somerville
Silver Hill
Prospect H.
Waverly
W. Cambridge Sta
Fresh Pd
No. Camb.
Folsom Pd
Kendal Green
Lymans Pd
Clematis Brook
Waltham
Bleachery Sta
Mt Auburn
Old Camb
Wayland
Cherry Brook Sta
Stony Br. Sta
Bemis
Watertown
Tower Hill Sta
Weston
Cambridge Res.
Roberts Sta
Nonantum
Allston
Cambridge
Reeves Hill
Doublet Hill
West Newton
Newton
Newtonville
Brighton
Auburndale
Corey Hill
Longwood
Riverside Sta
Chestnut Hill Res.
Brookline
Reservoir
Newton Center
Newton Lower Falls
Waban
Chestnut Hill
Wellesley Farms Sta
None Such Pd
Newton Highlds
Thompsonville
Cochituate
Wellesley Hills
Jamaica Pd
Newton Upper Falls
No. Natick
Mangus Hill
Walnut Hill
Jamaica
Felchville
Morse's Pd
Highlandville
Oak Hill
Forest Hills
L. Crossing Sta
Wellesley
Morse's Crossing
L. Waban
Birds Hill
Roslindale
Highland Sta
Brook Farm
Natick
Needham
West Roxbury
South Natick
Sabrena Pd
High Rock
Spring St. Sta
Clarendon Hills
Charles River
Morseville
Germantown
Hazelwood
Pegan Hill
Dedham Hill
East Dedham
Little Pond
Dover
Dedham
White Pt
Walnut Hill
Elmwood
Readville
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Portland
Pillings Pd.
Suntang L.
Peabody
No. Salem
Salem Neck
Ft. Pickering Light
Salem
Eagle Id.
Lowell St. Sta
Lynnfield
Cedar Pd.
So. Peabody
Salem Harbour
Coddon Hill
Lowells Id.
Montrose
So. Lynnfield
Needhams Corner
So. Salem
Marblehead
Nashua
Wakefield
North Saugus
Mt. Spickett
Spring Pd.
Marblehead Neck
Walden Pd.
Wyoma
Greenwood
Beach Bluff Sta
Tinker's Id.
Birch Pd.
Phillip's Beach Sta
Pranker's Pd.
Breed's Pd.
East Lynn
Ram Id.
Saugus
Lynn
Swampscott
Phillips Pt.
West Lynn
Nahant Bay
Melrose
East Saugus
Lynn Harbor
Lynn Beach
Cliftondale
Point of Pines
Little Nahant
Maplewood
Linden
Egg Rock Light
Malden
Nahant
East Point
Revere Beach Sta
Bass Pt.
Shag Rocks
Mt. Washington
Revere
Crescent Beach Sta
MASSACHUSETTS
Beachmont
Chelsea
Breeds Id.
Grover's Cliff
Charlestown
East Boston
Winthrop
Winthrop Beach Sta.
Winthrop Head
The Graves
Maverick Id.
Snake Id.
Point Shirley
BAY
Boston
Apple I.
Ft. Winthrop
Governor's Id.
Deer Island
Green Id.
Harbor
Great Calf Id.
Outer Brewster
Middle Brewster
So. Boston
Ft. Independence
President Roads
City Point
Castle Id.
Long Island Light
Lovell's Id.
Great Brewster
Little Brewster
Washington Vill.
Gallups
Boston Light
Old Harbor
Spectacle Id.
Long Island
Ft. Warren
George's Id.
Nantasket Roads
Thompson's Id.
Pt. Allerton
Dorchester B.
Commercial Pt.
Moon Id.
Rainsford Id.
Windmill Pt.
Harding Ledge
Peddock's Id.
Hull
Squantum
Strawberry Hill
Neponset
Quincy Bay
Prince's Hd.
Sagamore Head
Bumkin Id.
Lower Mills
No. Quincy
Nut Id.
Sheep Id.
Half Moon Id.
Hough's Neck
Grape Id.
World's End
Little Black Rock
Black Rock
Wollaston Heights
Downer Land.
Nantasket
Milton Mills
E. Milton
Hingham Harb.
Jerusalem
Milton Creek
Germantown
Quincy Center
Quincy Pt.
Hingham
Nantasket Junct.
Adamsville
W. Quincy
So. Quincy
No. Weymouth
W. Hingham
No. Cohasset Sta
Whitman, Plymouth
Martha's Vineyard & Nantucket
South Shore, Plymouth
0 1 2 3 4 5 6 7 8 9 10
Kilometres.

6. From Boston to Plymouth.

a. Viâ Whitman.

37 M. Old Colony System of N. Y. N. H. & H. R. R. *(South Union Station)* in 1¼-1½ hr. (fare 90 c.; return-ticket, good by either route, $ 1½).

From Boston to (11 M.) *South Braintree*, see p. 94. 15 M. *South Weymouth;* 19 M. *Abington*. From (21 M.) *Whitman* a branch-line runs to (7 M.) *Bridgewater* (p. 119). 30 M. *Plympton*, at the S. end of *Silver Lake;* 33 M. *Kingston*. The monument at Duxbury (see below) is now seen to the left, as the train skirts *Plymouth Bay*.

37 M. *Plymouth*, see below.

b. Viâ South Shore.

46 M. Old Colony System of N. Y. N. H. & H. R. R. *(South Union Station)* in 1¾-2 hrs. (fares as above).

From Boston to (10 M.) *Braintree*, see p. 94. Our train turns to the left (E.). 12 M. *Weymouth*. — 17 M. *Hingham* (Cushing Ho., $ 3), a quaint village on Boston Harbour, settled in 1635, with the oldest occupied church in New England (1681). In the graveyard (*View) is the grave of *J. A. Andrew* (d. 1867), the famous 'War Governor' of Massachusetts, marked by a statue. — From (18 M.) *Nantasket Junction* a branch-line runs to *Nantasket Beach* and *Hull* (see p. 115). — 22 M. *Cohasset* (Black Rock Ho., on the Jerusalem Road, $ 3), a delightful shore-resort, with numerous fine villas lining the beautiful **Jerusalem Road*. — 27 M. *Scituate*, an old fishing village, frequented for sea-bathing, was the birthplace of Samuel Woodworth (1785-1842), author of 'The Old Oaken Bucket'. About 4 M. offshore is the *Minot's Ledge Lighthouse*. — 34 M. *Marshfield* was the home of *Daniel Webster*, where he died in 1852. — 38 M. *Duxbury* (Duxbury Inn, $ 2; Myles Standish Ho., at S. Duxbury, $ 3-5) was the home of *John Alden* and *Miles Standish*, and a monument 110 ft. high, surmounted by a statue, has been erected near the site of the latter's house. — 42 M. *Kingston*, and thence to (46 M.) *Plymouth*, see above.

Plymouth (*Samoset Ho.*, $ 2½-3; *The Elms; Plymouth Rock Ho.*, plain, $ 2; *Hotel Pilgrim*, $ 3-4, 3 M. to the S.E., reached by electric car), an industrial village and summer-resort with (1900) 9592 inhab., lies on the sheltered bay of the same name, opening off the W. side of the larger *Cape Cod Bay* (p. 120). It is of abiding interest as the landing-place of the Pilgrim Fathers (Dec. 20th, 1620) and the site of the first settlement in New England.

On leaving the railway-station we proceed to the W. to *Court St.*, which we follow to the left. At the corner of Chilton St., to the left, is *Pilgrim Hall (open daily; 25 c.), containing numerous interesting relics of the Pilgrims, paintings of their embarkation and landing, old portraits, etc. — Farther on, to the right, at the corner of Russell St., is the *Court House*. North St., to the left, leads to the *Plymouth Rock, on which the landing was made, a granite boulder,

now enclosed by a railing and covered with a canopy. The retrocession of the sea has left the rock at some distance above the water. *Cole's Hill*, opposite the rock, was the burial-place of the early settlers (1620-21), and some human bones found here are now preserved in a chamber in the canopy over the Rock.

We now follow *Water Street* to *Leyden Street*, which we ascend to the right, passing (left) the site of the first house. On reaching *Town Square* we ascend by the path to the right to the ancient *Burial Hill, with the graves of many of the early settlers, including Gov. Bradford (comp. p. 102).

A fortified church was erected here in 1622. The *View embraces Plymouth Bay, with the Gurnet Lighthouse; Duxbury, with its monument (p. 117); Cape Cod; the Pilgrim Monument (see below); the Manomet Hills (to the S.), etc. — To the S. is *Watson's Hill*, where the Pilgrims made a treaty with Massasoit in 1621.

We may now descend on the N.W. side of Burial Hill and follow *Allerton Street* to the N. to (1/4 hr.) the *National Monument to the Pilgrims, consisting of a granite pedestal 45 ft. high, surmounted by a figure of Faith, 36 ft. high, and surrounded by seated figures, 20 ft. high, representing Law, Morality, Freedom, and Education. The monument was completed in 1888. It is about 1/4 M. from the railway-station, which we regain by following Cushman St. to the E.

The *Environs of Plymouth contain hundreds of small lakes and ponds, of which *Billington Sea* is the largest. Large quantities of the trailing arbutus or mayflower (*Epigaea repens*) are found here in spring. Near Billington Sea is the pretty *Morton Park*. — *Manomet Bluffs* (Ardmore Inn, $ 2 3/4), to the S.E. of Plymouth, are frequented in summer.

7. From Boston to Martha's Vineyard and Nantucket.

Old Colony System of N. Y. N. H. & H. R. R. to (72 M.) *Wood's Hole* in 2 1/4-3 hrs.; Steamer thence to *Cottage City* in 3/4 hr. (through-fare $ 2.35, return-fare $ 3), to *Nantucket* in 3-3 1/2 hrs. (through-fare $ 3.35, return-fare $ 4). — An alternative route (same fares) is by train to (1 1/2-1 3/4 hr.) *New Bedford* (p. 120) and thence by steamer (2 and 4 1/2-5 hrs.).

From Boston to (55 M.) *Buzzard's Bay*, see R. 8. — The train here diverges to the right from the line to Provincetown and runs to the S. along the shore of *Buzzard's Bay*. 57 M. *Monument Beach;* 59 M. *Pocasset;* 68 M. *Falmouth*, the station for *Falmouth Heights* (Tower's Hotel, Vineyard Sound Ho., $ 3), *Quisset* (2 1/2 M.; Quisset Harbor Ho., $ 3), and (3 1/2 M.) *Menauhant* (Menauhant Hotel, $ 3).

72 M. **Wood's Hole** (*The Breakwater*, $ 3 1/2; *Dexter Ho.*, $ 2 1/2; *Corner Inn*, $ 2) is a small maritime village with a Marine Biological Laboratory and a station of the U. S. Fish Commission, which attract many naturalists and students in the summer months. It is reached from New York viâ Fall River. Steamers ply hence at frequent intervals to (7 M.) *Cottage City*, on *Martha's Vineyard*.

Martha's Vineyard is an island off the S. coast of Massachusetts, 23 M. long and 10 M. across at its widest part. Its inhabitants

(4561 in 1900) were formerly occupied in the whale-fisheries, but now owe most of their prosperity to the summer-visitors. The chief resort of the island is **Cottage City** (*Naumkeag, Pawnee*, $2½-3½; *Island Ho., Narragansett, Wesley, Frasier*, $2-3), pleasantly situated on the N.E. side of the island and said to contain 1200 'cottages'. At the large *Camp Meeting Grounds* 20,000 Methodists assemble every August. A narrow-gauge railway (disused at present) runs to the S. to (5 M.) *Edgartown* (Harbor View Ho., $3½; coach to this point) and (8 M.) *Katama* (Mattakeset Lodge); and there are also summer-settlements at *Vineyard Haven* (Rudder Grange, from $2½; Tashmoo Ho., Mansion Ho., $2), with a fine harbour, and *West Chop* (The Cedars, $3; West Chop Inn, $2-2½). **Gay Head*, the W. extremity of the island, commands a fine view; the cliffs are 200 ft. high (lighthouse). Part of this end of the island is reserved for the remnant of the Indian inhabitants.

Steamers ply daily from Cottage City to *Nantucket* (see below) and *New Bedford* (p. 120) and weekly to *Portland* (p. 123) and *New York* (p. 7).

The sandy, treeless island of **Nantucket**, with (1900) 3000 inhab., lies 12-15 M. to the E. of Martha's Vineyard, but the steamboat course from Cottage City to the quaint town of **Nantucket** (*Sea Cliff Inn*, $3-4; *Nantucket*, $2½-4; *Ocean Ho., Holiday Inn, Springfield, Veranda Ho.*, $2½-3½; *Point Breeze*, $2-3), on the N. side of the island, is about 26 M. Nantucket, like Martha's Vineyard, was once a great whaling-place, but now depends mainly on fishing, farming, and summer-visitors. Catching bluefish is one of the chief amusements of the last. The *Athenaeum* contains a collection of curios from all parts of the globe. A narrow-gauge railway runs to (10 M.) **Siasconset** (pron. 'Sconset'; *Ocean View Ho.*, $3; *Beach Ho.*, $2-3), at the E. end of the island. The Wireless Telegraph Station here receives the earliest news of steamers from Europe and passes it on to the mainland (comp. p. 2). *Sankaty Head* (90 ft.), 1 M. to the N. of Siasconset, bears a lighthouse and affords a fine ocean-view. At **Surfside** (*Surf Side Ho.*, $4), 3 M. to the S. of Nantucket, a splendid surf rolls in after a storm. Both Martha's Vineyard and Nantucket were settled in the 17th cent. and possess buildings and relics of considerable historical interest. Nantucket, in particular, is very quaint and picturesque.

8. From Boston to Provincetown.

Cape Cod.

120 M. Old Colony System of N. Y. N. H. & H. R. R. (*South Union Station*) in 4¼ hrs. (fare $2.95, return-fare $4.80). — *Steamers* also ply daily to Provincetown in summer from *Battery Wharf* (50 M. in 4 hrs.; return-fare $1).

From Boston to (11 M.) *South Braintree*, see p. 94. 20 M. *Brockton*, an industrial city with (1900) 40,063 inhab.; 27 M. *Bridgewater*, a pleasant village, with 1900) 5806 inhab., a large State

Normal School, foundries, and iron-works. — 35 M. *Middleboro*, a manufacturing town with (1900) 6885 inhab., is the junction of lines to *Fall River* and *Newport* (see p. 94), etc. — From (46 M.) *Tremont* a branch-line runs, viâ *Marion* and *Mattapoisett* (two pleasant little summer-resorts), to (15 M.) *Fairhaven* (with its fine public library), opposite *New Bedford* (ferry).

New Bedford (*Parker Ho.*, $2½-4; *Mansion Ho.*, $2), a pleasant little city at the mouth of the *Acushnet*, was formerly an important whaling port and is now a busy centre of the manufacture of cotton (1,250,000 spindles; products valued at $25,681,671 in 1900). Pop. (1900) 62,442. It contains many fine old mansions and substantial public buildings. Many dismantled whalers still lie in the harbour, and the town still carries on a trade in whalebone. A beautiful drive runs round *Clark's Point*, with *Fort Taber* (good sea-views). — New Bedford is reached direct from Boston by railway (56 M.) in 1½-1¾ hr. (fare $1.25).

From Tremont our train now runs to the E. 49 M. *Wareham*. 51 M. *Onset Junction*, for the line to (1½ M.) *Onset Bay*, a seaside resort. 55 M. *Buzzard's Bay* (Parker Ho., $2), near which are the seaside homes of ex-President Cleveland (Grey Gables) and Mr. Joseph Jefferson, is the junction of the line to *Wood's Hole* (see R. 7).

At Buzzard's Bay begins **Cape Cod**, which stretches hence towards the E. for 35 M. and then to the N. and N.W. for 30 M. more.

The Cape gradually tapers in width from 10 M. to about 1 M. and consists almost entirely of sand, with few rocks or large trees. It encloses *Cape Cod Bay* (comp. p. 117 and see Map). The inhabitants, genuine descendants of the Pilgrims, are still very quaint and primitive in many of their ways. They form excellent seamen. The *Cranberry Bogs* produce one of the most lucrative crops of the Cape, and the scene at the cranberry harvest (Sept.-Oct.) is not unlike hop-picking in England. Fast pickers can earn $4-5 a day at the rate of 10 c. per 'measure' of 6 quarts. Some use an ingenious picking-machine.

62 M. *Sandwich*. 69 M. *West Barnstable* is the station for (6 M.) *Osterville*, a sea-bathing resort on the S. shore of the Cape. 73 M. *Barnstable* (Barnstable Inn, well spoken of); 76 M. *Yarmouth*, junction of a short line to (3 M.) *Hyannis* and (4½ M.) *Hyannis Harbor*. 85 M. *Harwich* (Belmont, at West Harwich, $3) is the junction of a branch-line to (7 M.) *Chatham*, whence stages run to *Chatham Beach* (Mattaquason, $3; Chatham Beach Hotel, $2). The line now turns to the left (N.). 89 M. *Brewster*; 94 M. *Orleans*; 97 M. *Eastham*; 106 M. *Wellfleet*; 111 M. *Truro*, with a dangerous beach guarded by *Highland Light*.

120 M. **Provincetown** (*Central Ho.*, $2½; *Gifford Ho.*, *Pilgrim Ho.*, $2) is a quaint old fishing-town (cod and mackerel) with (1900) 4247 inhab. and a fine land-locked harbour formed by the final crook of Cape Cod. The *Mayflower* anchored here on Nov. 11th, 1620. Good view from *High Pole Hill*. There is a lighthouse on *Race Point*.

9. From Boston to Portland.

a. By the Eastern Division of the Boston and Maine Railroad.

108 M. Railway in 3¼-4½ hrs. (fares $ 2½; parlor-car 60 c.). This line runs near the E. coast of Massachusetts, New Hampshire, and Maine, affording frequent views of the ocean (seats to the right). Beyond Portland it runs on to (244 M.) *Bangor* and (450 M.) *St. John* (Canada); comp. R. 10a.

Leaving the N. Union Station in Causeway St. (see p. 94), we cross the *Charles River*. To the right lies *Charlestown*, with the Bunker Hill Monument (p. 115). At *Prison Point* we see the *State Prison* to the right. In *Somerville*, about 1 M. to the W. of (1½ M.) *East Somerville*, is *Prospect Hill*, with a monument erected in 1903 to commemorate the spot on which the first American flag was unfurled in 1776. We now cross the *Mystic*. — From (4½ M.) *Chelsea* (p. 116) a tramway runs to *Revere Beach* (several hotels), the 'Coney Island' of Boston, frequented by enormous crowds on all holidays and provided with admirable bathing facilities. It is also reached by the narrow-gauge *Boston, Revere Beach, & Lynn R. R.*, which runs along the beach to *Point of Pines* (hotel) and (9½ M.) Lynn (see below). The train traverses salt-marshes, crosses *Chelsea Creek* and the *Saugus*, and reaches —

11½ M. **Lynn** (*Prescott Inn*, at King's Beach, $ 4; *Seymour, Kirtland*, $ 2-3; *Algonquin*), an industrial city of (1900) 68,513 inhab., with a handsome *City Hall* and a *Soldiers' Monument*. It is one of the largest boot and shoe manufacturing towns in the world, producing 20-25 million pairs annually, valued at 30 million dollars. The *General Electric Co.* employs 5000 hands. View from *High Rock*. Fine *Public Forest Park*.

Lynn is the focus of a large system of Electric Railways, extending to *Boston* (Scollay Sq.), *Salem* (p. 122), *Gloucester* (p. 124), *Newburyport* (p. 124), *Portsmouth* (p. 125), *York Beach* (p. 126), and many nearer points.

Omnibuses (15 c.; tramway in progress) run from Lynn to *Lynn Beach* (Red Rock Ho., $ 4) and (4 M.) **Nahant** (*Hotel Tudor*, from $ 4; *Rockledge*, $ 2-2½), a curious rock-built promontory, with fine cliffs and beaches, connected with the mainland by a narrow neck of sand. Nahant contains the seaside homes of so many leading Bostonians as to have been called 'Cold Roast Boston'. The finest point of the cliff scenery is *Castle Rock*, at the E. end of the peninsula, reached through the grounds of Senator Cabot Lodge. — *Bass Point*, to the S.W., is a popular resort in the style of Revere Beach. Steamboat, see p. 115.

13 M. **Swampscott** (*Lincoln Ho.*, *Ocean Ho.*, from $ 4), a Bostonian seaside-resort, with charming combinations of rocky bluffs and sandy beaches. The main line station is about 1½ M. from the sea, and carriages from the hotels meet the chief trains.

A small branch-line diverging here runs along the beach to *Marblehead* (18 M. from Boston), passing *Phillips Beach*, *Beach Bluff* (Hotel Preston, from $ 4; Elms, $ 2½-3), *Clifton* (Crowninshield, $ 2½-3½), and *Devereux* (Devereux Mansion, $ 2½-3), all frequented for sea-bathing.

Marblehead (Hotels at Clifton, Devereux, and Marblehead Neck), a seaside town with (1900) 7582 inhab., dates back to early in the 17th cent. and is one of the oldest and quaintest places in New England. It lies on a rocky peninsula and has a fine harbour. Its maritime commerce has,

however, deserted it long since, and its chief industry now is the making of shoes. Fishing is also carried on. Among the most noteworthy of the old Colonial buildings is the *National Bank*, built as a mansion for Col. Lee in 1768, with materials brought from England. The *Old Fort*, to the S. of the town, commands an excellent view. *St. Michael's Church* dates from 1714. *Abbot's Hall*, with its lofty tower, contains the town-offices and a public library. The new *Post Office & Custom House* (1904) is a red brick building in the Colonial style, with white marble facings. A granite monument near the station commemorates the capture of a British ship in 1776 by a Marbleheader. Marblehead was the birthplace of *Elbridge Gerry* (of 'Gerrymander' fame; 1744-1814) and is the scene of *Whittier's* poem 'Skipper Ireson's Ride'. The famous encounter between the 'Chesapeake' and the 'Shannon' took place off the coast here, and most of the crew of the 'Constitution' were recruited in the town. See *Samuel Roads'* 'History of Marblehead' and *Bynner's* historical novel 'Agnes Surriage'.

Marblehead Neck (Nanepashemet House, $ 3½-6; Oceanside, $ 4), forming the outer arm of the harbour and connected with the mainland by a narrow causeway, is a popular bathing-place and the headquarters of the Eastern and Corinthian Yachting Clubs. The Marblehead course is one of the favourite yacht-racing resorts on the coast, and the little harbour is no stranger to such famous boats as the 'Volunteer', the 'Mayflower', the 'Puritan', and the 'Reliance'. The numerous islands off the Neck lend great picturesqueness to the sea-view.

As we approach the next station, the notorious *Witch Hill* (comp. p. 123) is seen to the left.

16 M. **Salem** (*Essex House*, $ 2½-3), the mother-city of Massachusetts, is a quiet and ancient town with (1900) 35,956 inhab. and a good harbour flanked by two crumbling forts. Its former commerce with the East Indies has now given way to a small coasting trade, and a few manufactures are also carried on.

Naumkeag, on the site of Salem, was first visited by Roger Conant, one of the Cape Ann immigrants, in 1626, and a permanent settlement was made here by Gov. Endicott two years later. Gov. Winthrop landed here in 1630, and for a time Salem was the capital of Massachusetts. In 1692 Salem was the scene of the extraordinary witchcraft delusion, of which mention is made below. The legislature of Massachusetts met at Salem in 1774 (the last time under the English Crown) and issued a call for a Continental Congress. Privateersmen from Salem were very active during the war. After the war Salem engaged in the East India trade, and many of its citizens attained great wealth and influence. Indeed it is said that about 1810 a Salem merchant was the largest ship-owner in the world. Among the famous natives of Salem are *Nathaniel Hawthorne* (1804-64), who was Surveyor of the Port here from 1846 to 1850; *W. H. Prescott* (1796-1859), the historian; *Maria S. Cummins* (1827-66), author of 'The Lamplighter'; *Peirce* (1809-80), the mathematician; and *W. W. Story*, the sculptor (1819-95). Comp. *Osgood and Batchelder's* 'Historical Sketch of Salem' (1879) and *Hunt and Robinson's* 'Visitors' Guide'.

Essex Institute, 132 Essex St., contains interesting collections of historical paintings, portraits, and relics (open 9-5); and Plummer Hall, next door, on the site of Prescott's birthplace, contains the *Salem Athenæum Library*. Behind Plummer Hall is the *First Church*, the oldest Protestant church in America (1634; apply to the Secretary, Essex Institute). The Peabody Academy of Science, also in Essex St. (No. 161), contains ethnological and natural history collections and the *East India Marine Museum*.

At the head of *Derby Wharf*, at the S. end of the city, is the old

Custom House in which Hawthorne was employed for four years (see p. 122) and the scene of the introduction to 'The Scarlet Letter'. The quaint gambrel-roofed house in which he was born is No. 27 Union St., a narrow side-street extending from Essex St. to Derby St. The *Turner House*, 54 Turner St., is pointed out as the 'House of the Seven Gables' and is shown for a small fee.

The *Roger Williams House*, 310 Essex St., is said to be that in which Roger Williams resided in 1635-36, and also to have been the scene of the preliminary examinations of some of the witches in 1692; but both these statements seem open to doubt. The *County Court House* contains original records of the witch-trials. *Gallows* or *Witch Hill*, on which the witches were put to death, is 1 M. to the W. of the city (near the tramway to Peabody; see below).

Danvers or *Salem Village*, the actual scene of the outbreak of the witch-craft delusion of 1692, lies 5 M. to the W. of Salem, on the old Andover highroad (electric tramway). Twenty innocent persons were put to death through the denunciations of eight girls (varying in age from 11 to 20), who met in the house of Samuel Parris, the too credulous minister of the parish. The house has been pulled down, and its site is marked only by a slight depression in the soil. Other spots that became memorable during this Reign of Terror are still pointed out; and a good account of it will be found in books by *Upham* and *Nevins* (1893). These spots all lie in the township of Danvers. The farm-house in which *Gen. Putnam* (1718-90) was born stands about 1 M. beyond Salem Village, at the intersection of the Andover and Newburyport roads.

About 2 M. to the N.W. of Salem (railway) is **Peabody**, the birthplace of the philanthropist George Peabody (1795-1869). The *Peabody Institute*, which he founded and endowed, contains the jewelled portrait of Queen Victoria given by her to Mr. Peabody. He is buried in *Harmony Grove Cemetery*, a little to the W. A tramway-trip may also be taken to (20 min.) *The Willows*, a picnic resort overlooking the North Shore and the outer harbour.

A charming 'DRIVE may be taken from Salem along the 'North Shore' to (2 M.) *Beverly*, (9 M.) *Manchester*, (12 M.) *Magnolia*, and (15 M.) *Gloucester* (comp. p. 124), traversing beautiful woods, passing numerous fine country-houses, and affording views of the sea. The drive in the opposite direction to (4 M.) *Swampscott* and (6 M.) *Lynn* is also attractive.

A short branch-line runs from Salem to (4 M.) *Marblehead* (p. 121), and it is also the junction of lines to *Lawrence*, *Wakefield*, *Lowell*, etc.

On leaving Salem the train passes through a tunnel, 200 yds. long, and crosses the North River.

18 M. **Beverly** (*Trafton Ho.*, $ 2; *Cabot Ho.*, $ 2), another ci-devant seaport, with (1900) 13,884 inhab., now given over to the making of shoes, is the junction of a branch-line to Gloucester and Rockport. In 1903 its harbour was again visited by ocean-going vessels.

FROM BEVERLY TO GLOUCESTER AND ROCKPORT, 17 M., railway in ¾ hr. (fare 43 c.). This line follows the so-called **North Shore**, with its fine series of beaches and the innumerable seaside villas of well-to-do Bostonians, to the extremity of *Cape Ann*. Among the numerous authors and artists who have frequented this lovely bit of sea-coast are Longfellow, Holmes, Whittier, Bayard Taylor, W. M. Hunt, J. Freeman Clarke, Susan Hale, and James T. Fields. Passing *Montserrat*, *Pride's Crossing*, *Beverly Farms*, and *West Manchester*, all with handsome country-houses, we reach (7 M.) **Manchester-by-the-Sea** (*Masconomo*, from $ 5; *Brownland Cottages*, from $ 3; *Manchester Ho.*, $ 2-3), described by William Black as 'a small, scattered,

picturesque-looking watering-place, overlooking Massachusetts Bay, the Swiss-looking cottages of wood dotted down everywhere on the high rocks above the strand'. One of its special features is the *Singing Beach*, the white sand of which emits a musical sound when stirred. The *Coolidge Memorial Library* is interesting. — From (9 M.) *Magnolia Station* omnibuses run to (2½ M.) **Magnolia** (*Magnolia*, $ 3-5; *Ocean Side*, from $ 4; *Hesperus*, from $ 4; *Aborn*, $ 4; *Oak Grove*, $ 2½-3), another pleasant little watering-place on a rocky bluff, adjoined by the fine *Crescent Beach*. The beautiful woods round Magnolia are among its special charms. A little to the E. is the wonderful *Rafe's Chasm* (60 ft. deep and 6-10 ft. wide), opposite which is the black reef of *Norman's Woe*, immortalized by Longfellow in 'The Wreck of the Hesperus'. A handful of Penobscot Indians generally camp near Magnolia in summer and sell baskets, etc. The plants which have given name to the place (in bloom in July) grow in a swamp near the station.

13 M. **Gloucester** (*Surfside*, from $ 2), a quaint and foreign-looking city with (1900) 26,121 inhab., is one of the largest fishing-ports in the world, employing 5-6000 men in its fleets. Among the foreign vessels which put into its safe and capacious harbour are many Sicilian barques, bringing salt for the fish-curers. Gloucester is a great resort of artists, owing partly to the picturesqueness of the town itself and partly to the fine scenery of *Cape Ann* (p. 123). The outer harbour is protected by *Eastern Point*, with a lighthouse at its extremity. Here lies (2½ M.) *East Gloucester* (Hawthorne Inn, $ 3; Beachcroft, Delphine, etc., $ 2½-3), reached by electric tramway from the station, a pleasant sea-bathing resort, affording a striking *View of many-spired Gloucester. Elisabeth Stuart Phelps (Mrs. Ward) has her summer-home here (see her 'Old Maid's Paradise'), and Rudyard Kipling has celebrated Gloucester's fishing folk in 'Captains Courageous'. The *Bass Rocks* and *Good Harbor Beach* (Thorwald, $ 4; Moorland, $ 2½-5) lie a little to the N.E., facing the twin lighthouses on *Thatcher's Island*. Near *West Gloucester* lies the picturesque *Mount Anne Park*. A favourite outing from Gloucester is that '*Round the Cape*' (14 M.), and excursions may also be made to (3 M.) *Rafe's Chasm* (see above) and to *Norman's Woe* (see above).

The railway ends at (17 M.) *Rockport*, where a huge breakwater has been constructed by the U. S. Government. An electric tramway runs hence, passing large granite quarries, to (2 M.) *Pigeon Cove* (Ocean View Ho., Linwood, $ 2½-3), a summer-resort near the end of *Cape Ann*. Cars also run from Rockport to the (1½ M.) *Land's End* (Turk's Head, $ 3-5). To complete the round of the Cape we go on by trolley to *Lanesville*, *Bay View*, *Annisquam* (Overlook, $ 2½-3½), and *Riverdale*, and so back to Gloucester.

Returning to the main line, we soon reach (23 M.) *Hamilton & Wenham*. The former is the seat of the *Myopia Hunt Club*, with the best golf-links in New England. The ice of *Wenham Lake* is known almost all over the world; the ice-houses are seen to the left. — 28 M. *Ipswich* (Agawam Ho., $ 2-2½), a quaint little town, with 4658 inhabitants. We cross the *Parker River*.

37 M. **Newburyport** (*Wolfe Tavern*, $ 2½-3), 'an ancient sea-blown city at the mouth of the *Merrimac*', with (1900) 14,478 inhab., has, like other old New England coast-towns, turned from maritime commerce to manufactures (boots, cotton, silver, etc.). The *Public Library* (State St.) occupies an old Colonial mansion in which Washington and Lafayette were entertained. The *Marine Museum*, in the same street, contains oversea curiosities. In High St. is a good *Statue of Washington*, by J. Q. A. Ward. George Whitefield (1714-70), the famous preacher, is buried in the *Old South Church* (Federal St.), behind which is the house in which

William Lloyd Garrison (1805-79) was born. The old mansion f the eccentric *Lord Timothy Dexter* is in High St.

ELECTRIC CARS and STEAMBOATS (on the Merrimac) ply daily from Newburyport to (4 M.) **Salisbury Beach** (*Cushway*, from $1; *Seaside Ho.*, $2), which extends for 5 M. to the N. of the Merrimac. A tramway runs to (2½ M.) **Plum Island** (*Plum Island Ho.*, $2½-3), a long sand-dune running S. from the mouth of the Merrimac for 9-10 M. A steamboat also ascends the Merrimac to (11 M.) *Haverhill*. Other points of interest in the neighbourhood are (3½ M.) *Indian Hill Farm*, the home of Ben. Perley Poore (1820-87; relics); the *Devil's Den*, a cave 2 M. to the S.; the *Chain Bridge* and *Hawkswood*, on the Merrimac, 3 M. to the N.

A branch-railway from Newburyport runs to (5 M.) *Amesbury*, long the home of John G. Whittier (1807-92), who has celebrated this whole neighbourhood in his poems. His house is maintained as a memorial of the poet.

In leaving Newburyport we cross the *Merrimac* by a bridge 500 yds. long (view). Beyond (39 M.) *Salisbury* (electric line to *Salisbury Beach*) we traverse the *Folly Hill Woods* and enter *New Hampshire* ('Granite State'). Farther on we cross salt marshes. 46½ M. *Hampton* (Whittier, $2-2½; *Sea View Ho.*, $2-3), 3 M. to the S.E. (stages at the station), and from (49 M.) *North Hampton* stages run to (3½ M.) **Rye Beach** (*Farragut*, from $5; *Sea View, Sawyer Ho.*, $3, etc.), the most frequented of the New Hampshire beaches. At the N. end of the part of Rye Beach known as *Jenness Beach* is *Straw Point*, a station of the submarine cable to England and also a U. S. life-saving station. An electric tramway connects Rye Beach with Portsmouth (see below). — 51½ M. *Greenland* is the station for (2½ M.) the N. end of Rye Beach.

57 M. **Portsmouth** (**Rockingham*, from $4; *Kearsarge*, $2-3; *Langdon*, $2), the only seaport of New Hampshire, is situated on a peninsula 3 M. from the mouth of the *Piscataqua*. It is a quaint and quiet old town, with 10,637 inhab. and pleasant tree-shaded streets. Many of the old Colonial houses are interesting. *St. John's Church*, rebuilt in 1806, contains some curious old relics. The *Athenaeum* contains a library and museum. On *Continental* or *Fernald's Island*, in the river, is the *Kittery U. S. Navy Yard* (ferry from Daniel St.), where the 'Kearsarge' was built. This island is connected by a bridge with *Kittery*, a village on the N. bank, with some interesting Colonial houses. T. B. Aldrich (b. 1836), James T. Fields (1817-81), and B. P. Shillaber ('Mrs. Partington'; 1814-90) were born at Portsmouth. In Vaughan St. (No. 32) is the house to which Daniel Webster brought his young bride in 1808. *Seavey's Island* was occupied in 1898 by the captive seamen of Adm. Cervera's fleet.

Stages run daily to (2½ M.) *Newcastle* (*Wentworth Ho., from $5), a summer-resort on an island at the mouth of the harbour. Close by, at *Little Harbor*, is the interesting old mansion of the Wentworth family (1750).

FROM PORTSMOUTH TO THE ISLES OF SHOALS, 10 M., steamer several times daily in 1 hr. The ***Isles of Shoals** are nine rocky islands, 6-9 M. from shore, frequented as summer-resorts on account of their pure sea-air and immunity from mosquitoes. The chief are *Appledore* (Appledore Ho., $4, 400 beds) and *Star Island* (Oceanic Ho., $3½, 300 beds). On *White*

Island, to the S.W., is a powerful lighthouse. See *Celia Thaxter's* 'Among the Isles of Shoals' and *Lowell's* 'Appledore'.

From Portsmouth to York Beach, 10 M., railway in 3/4 hr. — **York Beach** (*Marshall, Albracca*, $2½-3½, *Yorkshire Inn*, $3, *Varrell Ho.*, $2-3, and *Harmon*, $2½-3, station York Harbor; *Garrison*, $2½-3, at the Long Sands, Long Beach station; **Passaconway Inn*, $5, *Young's*, $2½-4, *Fairmount*, $2½, *Ocean Ho.*, $2-3½, *Atlantic*, *Wahnita*, $2-3, etc., York Beach station) is another long stretch of sand, with numerous hotels and summer-cottages. At its N. end is *Cape Neddick*, with the rocky 'Nubble' (lighthouse) off its extremity; and 1½ M. farther to the N. is **Bald Head Cliff* (85 ft. high). To the N. of this is *Ogunquit Beach* (The Ontio, $3-3½; Cliff Ho., $2-3). York Harbor is the fashionable resort, but the Passaconway Inn, some way to the N. of York Beach station, is also frequented by the best class of visitors. Inland from York Beach rises (6 M.) *Mt. Agamenticus* (673 ft.; *View).

On leaving Portsmouth we cross the Piscataqua and enter *Maine* ('Pine Tree State'), a state with 1500 lakes and ponds of an aggregate area of 2300 sq. M., 5000 rivers and streams, and nearly 20,000 sq. M. of forest, harbouring immense quantities of game. At (67 M.) *Conway Junction* diverges a line to North Conway (p. 160). At (74 M.) *North Berwick* the Eastern Division of the Boston and Maine R. R. crosses the Western Division, and becomes in reality the W. or inland route. [The stations on both routes are the same, but as most of them lie near the sea they are better described in R. 9 b (see below).]

108 M. *Portland*, see p. 128.

b. By the Western Division of the Boston and Maine Railroad.

115 M. Railway in 3-4 hrs. (fares as above).

The train starts from the *N. Union Station* (p. 94) and follows practically the same course as the E. Division till beyond the *Mystic* (comp. p. 121). It then keeps due N., while the E. Division turns to the N.E. 7 M. *Melrose*, with a winter-resort named the *Langwood Hotel*. To the left are **Middlesex Fells*, 1800 acres of forest, crag, and pond, reserved as a public park. — 10 M. *Wakefield*, the junction of a line to (30 M.) *Newburyport* (p. 124).

23 M. **Andover** (*Phillips Inn*, well spoken of, $2-3), an academic town with (1900) 6813 inhab., is best known through the *Andover Theological Seminary*, the chief educational institution in America of the Congregationalists (about 25 students). *Phillips Academy* (400 pupils), the *Punchard High School*, and the *Abbott Female Seminary* also enjoy a considerable reputation. Mrs. Harriet Beecher Stowe (1811-96) moved to Andover just after publishing 'Uncle Tom's Cabin' (comp. p. 130), and is buried in the private cemetery of the trustees of Phillips Academy. Her house is now the Phillips Inn (see above). Mrs. Ward (Eliz. Stuart Phelps) was born here and wrote 'The Gates Ajar' in the still-standing *Phelps House*. At *North Andover* (on the Peabody & Lawrence branch) are the large Stevens Cotton Mills, the summer-home of the late *Bishop Phillips Brooks* (p. 105), and the homestead of *Anne Bradstreet* (d. 1672), the first American poetess. — 26 M. *South Lawrence* lies on the right

bank of the *Merrimac*, opposite **Lawrence** (*Franklin Ho.*, $2-3; *Brunswick*, $2), one of the largest industrial cities of New England, with (1900) 62,559 inhabitants. Its numerous large and substantial *Cotton* and *Woollen Mills*, employing over 20,000 hands and producing annually 200 million yds. of cloth, line both sides of the Merrimac and are driven by water-power supplied by the construction of a huge dam in 1845 (fall of 28 ft.; 10,000 horse-power; value of manufactures in 1900, $44,703,278).

The *Pacific Mills*, with 5500 hands, are among the largest cotton and worsted mills in the world; their annual produce amounts to 112,000,000 yds. of material, their pay roll to 440,000*l*. The *Washington Mills*, with 6500 hands, producing 14,000,000 lbs. of yarn annually, besides other goods, is probably the largest textile mill of any kind in the world.

Beyond South Lawrence we descend along the right bank of the Merrimac† to (32¾ M.) *Bradford* (with an old and famous academy for girls) and (33¼ M.) **Haverhill** (*Webster*, $2½), a shoe-manufacturing town with (1900) 37,175 inhab. (manufactures in 1900, $24,394,530). In Main St. is a poor statue of Hannah Duston (p. 153). The poet Whittier was born in 1807 near *Lake Kenoza* (the scene of 'Snowbound'; house marked by a bronze tablet), 1 M. to the N.E. of Haverhill. A branch-line runs from Haverhill to (16 M.) *Newburyport* (p. 124).

We now leave the Merrimac and enter *New Hampshire* (p. 125). 41 M. *Newton Junction*, for *Merrimac*. To the left lies *Country Pond*; to the right rises *Morse Hill* (312 ft.). 51 M. *Exeter* (Rail. Restaurant; pop. 4922), with another Phillips Academy, which has numbered among its pupils Daniel Webster, George Bancroft, and Edw. Everett. To the right flows *Exeter River*. — 68 M. *Dover* (American Ho., $2-2½), a cotton and woollen manufacturing city, with 13,207 inhab., settled in 1623, lies on the *Cocheco*.

Dover is the junction of lines to (28 M.) *Alton Bay*, on Lake Winnipesaukee (p. 155), and to *Portsmouth* (p. 125).

Entering *Maine* (p. 126), we cross the *Salmon Falls River* at (72 M.) *Salmon Falls*, with cotton-mills; and at (78 M.) *North Berwick* the W. Division intersects the E. Division (see p. 126). 85 M. *Wells Beach* (Bay View Ho., $1-2). To the right we have a view of the sea. From (90 M.) *Kennebunk* a line runs to (5 M.) **Kennebunkport** (*Old Fort Inn*, $4-6; *Oceanic*, $2-5; *Cliff Ho.*, $3; *Parker Ho., Arlington, Nonantum*, $2½-3), an old maritime village at the mouth of the *Kennebunk*, now in repute among summer visitors, who congregate chiefly on *Cape Arundel*.

99 M. *Biddeford* (Thatcher, $2-3; Goose Rocks, $1-2) and (100 M.) *Saco* (Saco Ho., $2), two busy towns (16,145 and 6122 inhab.), on opposite sides of the *Saco River*, which here falls 55 ft. and furnishes power for cotton-mills, saw-mills, and machine-shops.

Steamers descend the Saco to (8 M.) *Biddeford Pool* (Evans Ho., $2½) at its mouth, connecting at *Camp Ellis* with *Orchard Beach Railway* (p. 128).

† Some trains cross the Merrimac and enter Lawrence proper.

104 M. **Old Orchard Beach** (**Old Orchard Ho.*, from $4; *Fiske, Everett*, $2-5; *Seashore*, $3-4; *Velvet*, with 600 beds, from $3; *Aldine*, $2½-3½; *Lawrence Ho.*, $2-2½), one of the best and most popular bathing-beaches in New England. The pier, 1950 ft. in length, is, perhaps, the longest ocean-pier in the world. The train runs close to the beach, with the large hotels to the left. The beach extends from the Saco to (10 M.) Scarborough; the beach railway runs from *Camp Ellis* (see above) to *Old Orchard Beach Junction*, on the E. Division.

From (109 M.) *Scarborough* omnibuses run to (3 M.) *Scarborough Beach* (*Kirkwood Inn, $2½-5; Atlantic, $2½-3), 2 M. to the S. of which is *Prout's Neck* (Jocelyn Ho., $2½-4½; Checkley, $2½-3½; Southgate Ho., 2½). — Farther on, the train crosses the *Fore River* and enters the Union Station at —

115 M. **Portland.** — **Hotels.** Lafayette, Congress St., cor. of Park St., with dining-room at the top of the house (view), $3-5; Congress Square, $3-5; Falmouth House, Middle St., in the centre of the town, $3½-5; Preble House, Monument Sq., $3-5; Columbia, $2½-4; West End, opposite the Union Station, $2½-3½.

Steamboats run regularly from Portland to *Boston* (daily, in 8 hrs.; $1, stateroom $1-2), *New York* ($5, including cabin berth, stateroom extra), *Eastport* and *St. John*, *Mt. Desert* and *Jonesport* (see p. 132), and the *Kennebec River*. Small steamers ply frequently from the Custom House Wharf to *Harpswell*, *Peak Island*, *Cushing's Island*, and other points in *Casco Bay*. In winter Portland is the American port of the Dominion and Allan Ocean Steamers.

Electric Tramways run through the principal streets, to the railway stations, and to various points in the environs.

British Vice-Consul, *Mr. J. B. Keating.*

Portland, the largest city in Maine, with (1900) 50,145 inhab., is finely situated on a hilly peninsula projecting into *Casco Bay*. Its harbour is deep and well protected by six forts, and its commerce with the West Indies and Great Britain is considerable. The number of trees in its streets have earned for it the name of 'Forest City'.

The town was originally founded in 1632 and was at first named *Machigonne* or *Casco* and afterwards *Falmouth*. It suffered severely at the hands of the French and the Indians and in 1775 was almost entirely destroyed by the British. After the war it was rebuilt and in 1786 received the name of Portland. Among the distinguished natives of Portland are Longfellow (1807-82), N. P. Willis (1807-67), 'Fanny Fern' (Mrs. Parton; 1811-72), Neal Dow (1803-97), Thomas B. Reed (d. 1902), and Commodore Preble (1761-1807), of Tripolitan War fame.

Most of the principal buildings are in Congress Street, which runs the whole length of the peninsula, from the *Western Promenade* on *Bramhall's Hill* (175 ft.) to the *Eastern Promenade* on *Munjoy's Hill* (160 ft.). The *Observatory* (fee) on the latter affords an excellent *View of the city, the bay, the White Mts. (p. 158), and the Sandwich Mts. (panorama by Abner Lowell). Near the middle of Congress St. is the *City Hall*, a large light-coloured building, with a dome; and hard by, in Middle St., is the tasteful *Post Office*, with a Corinthian portico. A little to the E. of the City Hall, Congress St. passes *Lincoln Park* (right) and the *Roman*

Catholic Cathedral (left), and a little farther on is the *Eastern Cemetery*, with the graves of Commodore Preble (p. 128) and Commanders Burrowes and Blythe of the 'Enterprise' and 'Boxer' (p. 133). At the intersection of Congress St. and State St. (see below) is a good *Statue of Longfellow*, by Franklin Simmons. The *War Monument* in Monument Sq., which was the site of a gun-battery in 1775, is by the same artist.

State Street, leading from Deering's Oaks (see below) to the harbour, contains some good specimens of old Colonial houses and three fine churches *(Congregational, St. Luke's Cathedral*, and *St. Dominic's)*. — The house in which *Longfellow* was born stands at the corner of Fore St. and Hancock St., close to the Grand Trunk R. R. Station. The *Wadsworth Mansion* (adm. 25 c.), in which he lived, is next door to the *Preble Hotel* (see p. 128). It was erected by Gen. Peleg Wadsworth, the poet's grandfather, in 1785-86; and an addition was built to it in 1903, to contain the library of the Historical Society.

Among the other chief buildings are the *Custom House*, near the Boston steamboat-wharf; the *Maine General Hospital;* the *Universalist Church*, with an organ of 5000 pipes; and the buildings of the *Y. M. C. A.*, the *Natural History Society*, and the *Maine Historical Society & Public Library* (52,000 vols.). *Deering's Oaks Park* lies a little to the N. of the W. end of Congress St.

The **Environs** of Portland are attractive. Pleasant drives or trolley-rides may be taken to *Evergreen Cemetery* (2½ M.); to *Riverton Park* (5½ M.); to *Falmouth Foreside* (6 M. to the N.), *Underwood Springs*, and *Yarmouth Foreside* (12 M.); and to (3 M.) *Cape Cottage Park* (with theatre, casino, and restaurant), and (9 M.) the *Twin Lighthouses*, both on **Cape Elizabeth*, to the S. Among the pleasantest of the longer trips may be mentioned that to the *Bay of Naples* (p. 144; there and back $ 2).

Casco Bay, an admirable yachting water, is crowded with pretty wooded islands, many of which are favourite summer-resorts, especially (3½ M.) *Cushing's Island* (fine cliffs), *Peak Island* (2½ M.; Peak Island Ho., $ 2-3; Coronado-Union Ho., $ 2, and many others; frequented by day-excursionists; summer-theatre). *Long Island* (4 M.; Dirigo Ho., $ 2; Granite Spring Ho., $ 1-3), and *Little Chebeague* (6 M.; Sunnyside, $ 2-3).

10. From Portland to Mount Desert. Moosehead Lake.

a. Viâ Bangor.

190 M. Maine Central Railroad to (180 M.) *Bar Harbor Ferry* in 5½-7¾ hrs.; steam-ferry thence to (10 M.) *Bar Harbor* in ¾ hr. (through-fare $ 5; parlor-car $ 1.25, sleeper $ 2). From Boston to *Bar Harbor* by this route in 9½-12 hrs. (fare $ 7, parlor-car $ 1.50, sleeper $ 2).

Portland, see p. 128. The line runs to the N., affording a good retrospect of the city, and soon crosses the *Presumpscot*. 11 M. *Cumberland Junction* (p. 139). We cross the Grand Trunk Railway at (15 M.) *Yarmouth Junction* (comp. p. 143). — 30 M. **Brunswick** *(Tontine*, burned down in Jan., 1904; *Brunswick Ho.*, $ 1½; *Rail. Restaurant)*, a flourishing town of 6806 inhab., lies at the head of the tidal waters of the *Androscoggin*, which forms three

small falls here. It is the seat of *Bowdoin College* (near the station), one of the leading institutions of learning in New England (350-400 students). The *Walker Art Building*, belonging to the college, is adorned with frescoes by Elihu Vedder, Abbott Thayer, Kenyon Cox, and John Lafarge, and contains about 150 paintings, including portraits of Madison and Jefferson by Gilbert Stuart and works attributed to Hogarth, Brouwer, Berghem, Hondecoeter, Van Dyck (*Portrait), Rubens, and Teniers. 'Uncle Tom's Cabin' was written at Brunswick, while Mrs. Stowe's husband was a professor at Bowdoin (pron. 'Bowden') College (1851-52). Longfellow was also a professor at Bowdoin College in 1829-35; and Hawthorne, Longfellow, Governor Andrew (p. 117), and Chief Justice Fuller are among its alumni.

Brunswick is the junction of the line to *Bath* and (56 M.) *Rockland* (see R. 10b). Lines also run hence to (20 M.) *Lewiston* (p. 139) and *Leeds Junction* (p. 139).

Beyond Brunswick we cross the Androscoggin and run to the N. along the *Kennebec* (to the right). 48 M. *Iceboro*, with the largest ice-houses in the world (on the river; 1,000,000 tons of ice are shipped from the Kennebec yearly to all parts of the world). — 56 M. *Gardiner* (Evans Ho., $ 2-2½), a city with 5500 inhab., engaged in wood-sawing in summer and ice-cutting in winter, is also connected with Augusta by a picturesque electric tramway, running through *Hallowell* and along the W. bank of the Kennebec.

63 M. **Augusta** (*Augusta Ho.*, *Cony Ho.*, $ 2-3), the capital of Maine, with 11,683 inhab., lies on both sides of the Kennebec, about ½ M. below the huge *Kennebec Dam*, which affords ample water-power for its factories. The principal buildings are the *Post Office*, the *Lithgow Library*, the *City Hall*, and the solid granite **State House*, the dome of which commands a beautiful *View. On the E. side of the river are the huge *State Insane Asylum* and the *Kennebec Arsenal*. Augusta was the home of *J. G. Blaine* (d. 1893). There is a *Soldiers' Monument*. In 1898 a memorial tablet was placed on the historic *Fort Western* (1754). Steamers ply from Augusta to Gardiner (see above), connecting with large boats for Portland, Boston, etc.

In leaving Augusta we cross the Kennebec, which now runs to our left. Beyond (80 M.) *Winslow* we cross it again, near its confluence with the *Sebasticook*. — 82 M. *Waterville* (Elmwood Ho., $ 2-3½; Rail. Restaurant), with 9477 inhab., large cotton-mills, and a Baptist college (Colby College; 200 students), is the junction of the Lewiston division of the Maine Central R. R. (see p. 139) and of a branch-line to (18 M.) *Skowhegan* (5180 inhab.). Gen. Ben Butler (1818-93) was a student of Colby College. On the Kennebec near Waterville are the *Taconic Falls*. — We now cross and leave the Kennebec, and pass over the watershed between that river and the Penobscot. From (96 M.) *Burnham* a branch-line runs to (34 M.) *Belfast* (4615 inhab.), on Penobscot Bay; and from (103 M.) *Pittsfield* another runs to (8 M.) *Hartland*. To the right flows the *Sebasticook*.

110 M. *Newport* is the junction of a line running N. to *Dexter*, *Dover*, and (66 M.) *Moosehead Lake* (see below).

137 M. **Bangor** (*Bangor Ho.*, well spoken of, $ 2½-3; *Penobscot Exchange*, *Bangor Exchange*, *Windsor*, $ 2-2½; *Rail. Restaurant*), the third city in Maine, with 21,850 inhab., is commandingly situated on the *Penobscot*, at the head of navigation and 60 M. from the ocean. Its chief industry is the sawing and shipment of timber, about five million ft. of lumber being annually floated down to it from the vast forests of Northern Maine. Among its chief buildings are the new *Court House*, the *City Hall*, the *Custom House*, the *Theological Seminary*, and the *Y. M. C. A. Building*. *St. John's Church* (R. C.) contains soome good stained glass.

From Bangor to St. John (in New Brunswick), 205 M., railway in 6¾-7¼ hrs. (from Boston to St. John, 450 M., in 15-17 hrs.). This line is a continuation of that described above from Portland to Bangor, and passes through a district of great importance to the sportsman. The following are the chief stations: — 8½ M. *Orono*, with the University of Maine (550 students); 13 M. *Oldtown*, the junction of the line to Moosehead Lake (see below). The second railway in the United States, opened in 1836, ran from Oldtown to Bangor. — 59 M. *Mattawamkeag*, the junction of a line to Greenville (Moosehead Lake) and thence to Lake Megantic and Sherbrooke (p. 132). — Beyond (115 M.) *Vanceboro* (Rail. Restaurant) the train crosses the *St. Croix*, enters *New Brunswick* (Canada), and passes on to the Canadian Pacific Railway. 121 M. *McAdam Junction*, for the line to (43 M.) *St. Andrews* (*Algonquin Hotel, $ 3-5). — 161 M. *Fredericton Junction*, for (22 M.) **Fredericton** (*Queen's*, *Barker*, $ 2-2½; pop. 7117), the capital of New Brunswick, whence we may descend the St. John River (fine scenery) by steamer to (84 M.) *St. John* (see *Baedeker's Canada*). — 205 M. **St. John** (*Royal*, $ 3; *Dufferin*, $ 2½-3; *Victoria*, $ 2-3; *New Victoria*, $ 2-2½), the commercial metropolis of New Brunswick (pop. 40,711) and eighth city of the Dominion of Canada, finely situated at the mouth of the St. John River. For details, see *Baedeker's Canada*.

From Bangor to Greenville (*Moosehead Lake*), 89 M., *Bangor & Aroostook Railroad* in 4 hrs. (fare $ 2.90). This line diverges to the left from the Maine Central R. R. at (13 M.) *Oldtown* (see above) and traverses a sparsely peopled district, with some picturesque scenery. — At (40 M.) *Milo Junction*, the Greenville branch diverges to the left (W.) from the main line to Van Buren (see p. 132). — 53 M. *Dover* is the junction of the line from Newport and Dexter (see above), which offers an alternative route from Bangor to Greenville. — 89 M. **Greenville** (*Moosehead Inn*, *Eveleth Ho.*, $ 2-3), at the S. end of Moosehead Lake.

***Moosehead Lake**, the largest in Maine, with 400 M. of shore-line (35 M. long, 1-15 M. wide), lies about 1000 ft. above the sea and is drained by the Kennebec River. Its waters abound in trout and other fish, and the forests surrounding it are well stocked with moose, caribou, deer, and ruffled grouse. Black flies and mosquitoes are very troublesome here in June and July. About 25 steamers ply on the lake. — From Greenville a small steamer, connecting with the regular trains, plies in summer to (17 M.) *Mt. Kineo* (1760 ft.; *View), which projects into the lake on the E. side, so as to narrow it down to a channel 1 M. across. The **Mt. Kineo Hotel* (from $ 3; 500 beds) is a favourite resort of anglers and their families. The steamer goes on from Mt. Kineo to (18 M.) the N. end of the lake, whence a portage of 2 M. leads to the upper waters of the *Penobscot River*. Other steamers make the round trip every week-day. Enterprising travellers may descend the Penobscot and the lakes along it in birch-bark canoes (with guides) to *Mattawamkeag* (see above); 6-8 days). Canoe-trips may also be made, from the head of Moosehead Lake viâ the *Allagash* and *St. John Rivers* to Fort Kent or Van Buren (see p. 132). A

good view is obtained to the E. of *Mt. Ktaadn* or *Katahdin* (5200 ft.), which is also visible from Moosehead Lake (to the N.E.) in clear weather. — Greenville is also a station on the Canadian Pacific Railway from St. John, viâ *Mattawamkeag* (comp. p. 131), to *Lake Megantic* (84 M. from Greenville; frequented by sportsmen) and *Sherbrooke* (151 M. from Greenville; see p. 131). This line traverses an excellent sporting district (comp. *Baedeker's Canada*).

From Bangor to Fort Kent (219 M.) and Van Buren (234 M.), *Bangor & Aroostook Railroad* in 8 hrs. (fares $6.40, $8.65; parlor-car to Caribou $1; slepper, $2). This railway, completed in 1896, opens up the hitherto little accessible 'Aroostook Region', which is full of opportunities for the sportsman and angler. The arrangements for guides, camps, and inns are similar to those in the Moosehead district. Full information may be obtained from the Traffic Manager of the railway, at Bangor. — From Bangor to (40 M.) *Milo Junction*, see p. 131. At (46 M.) *Brownville Junction*, where a short branch-line diverges to (9 M.) the *Katahdin Iron Works* (Silver Lake Ho.), we cross the Canadian Pacific Railway (comp. *Baedeker's Canada*). We then traverse the districts of *Schoodic* and *Seboois Lakes*, on which are numerous camps and sporting stations. 73 M. *Norcross* (Norcross Ho., $2), for *Twin Lakes* and for the (18 M.) *Debsconeag Lakes*, a fine sporting centre reached by steamer and canoe (Camp, $2). 80 M. *Millinocket* (Great Northern Hotel, $2-2½), for *Millinocket Lake*. — 90 M. *Stacyville* (East Branch Ho., $1) and (103 M.) *Sherman* (Aroostook Ho., $1) are the nearest rail. stations to Mt. Ktaadn (see above), which rises about 19 M. to the W. — From (101 M.) *Patten Junction* a short line runs to (6 M.) *Patten* (Patten Ho., Palmer Ho., $2), a sporting centre. — At (124 M.) *Ashland Junction* the line forks. The right branch runs to the E. to (141 M.) *Houlton* (Snell Ho., Exchange, $2), where it connects with the C. P. R. (comp. *Baedeker's Canada*), and thence to the N. to (180 M.) *Fort Fairfield Junction* (for a line to *Fort Fairfield* and *Aroostook*, see *Baedeker's Canada*), *Caribou* (200 M.; Vaughan, Burleigh, $2), and (234 M.) *Van Buren* (Van Buren Hotel, $2). [From Caribou a short branch-line leads to (16 M.) *Limestone* (Bangor & Aroostook Ho., $1½).] — The left branch runs to the N. from Ashland Junction (see above) to (167 M.) *Ashland* (Ashland Ho., Exchange, $1½) and (219 M.) *Fort Kent* (Eagle, Morneault, $2), which is connected by ferry across the *St. John* with *Clairs*, in Canada (see *Baedeker's Canada*).

The Bar Harbor branch crosses the *Penobscot* and runs from Bangor toward the S.E. — 167 M. *Ellsworth*, a ship-building place with 4297 inhab., at the head of navigation of *Union River*. We pass *Green Lake* (well stocked with land-locked salmon and trout) on the left and another small lake on the right. At (173 M.) *Washington Junction* we have our first view of Mt. Desert (right).

From Washington Junction to Eastport or Calais, 102 M., railway in 3¾ hrs. This new line forms the shortest route from Boston to the just named points (for the sea-route, see p. 141) and runs through a region (*Washington County*) abounding in game, lakes, and ponds. — 9 M. *Franklin;* 24½ M. *Unionville;* 29 M. *Cherryfield* (1859 inhab.); 35 M. *Harrington;* 38½ M. *Columbia;* 44½ M. *Columbia Falls;* 46 M. *Jonesboro;* 53½ M. *Whitneyville;* 57 M. *Machias* (2082 inhab.). At (61½ M.) *East Machias*, the nearest railway-station to (3½ M.) *Jonesport* (p. 134), the line turns towards the N. 75 M. *Marion*. — At (86 M.) *Ayer's Junction* the line forks, one branch running to the E. to (89½ M.) *Pembroke*, (94½ M.) *Perry*, and (102 M.) *Eastport* (see p. 142), while the other continues to the N. to (98½ M.) *St. Croix Junction* and (102 M.) Calais (p. 142), where we connect with the Canadian railway-system (comp. R. 13, and *Baedeker's Canada*). [St. Croix is the junction of a branch-line to (17 M.) *Princeton*, the starting-point for *Grand Lake* (reached by electric launch and road) and other fishing-resorts. Good quarters may be had at *Sunset Camp* ($2), *Ouananiche Lodge*, etc.]

180 M. *Mt. Desert* or *Bar Harbor Ferry* (Bluffs Hotel, $2; Rail. Restaurant). The train runs alongside the steamer, which crosses

**Frenchman Bay* to (190 M.) *Bar Harbor* (p. 135), sometimes calling first at *Sullivan* (Manor Inn, $ 2½-3), *Hancock Point*, and (185 M.) *Sorrento* (Sorrento Hotel, $ 3½-6, with good café-restaurant), three pleasant resorts on the mainland.

b. Viâ Rockland.

156 M. Maine Central Railroad to (86 M.) *Rockland* in 3¾ hrs.; Steamer from Rockland to (70 M.) *Bar Harbor* in 6-7 hrs. (through-fare $ 3½).

As far as (30 M.) *Brunswick* this route coincides with that above described. Here we diverge to the right and soon reach (38 M.) *Bath* (Shannon, Phœnix, $ 2), a small ship-building town with 10,477 inhab., on the Kennebec, 12 M. from the sea.

Small steamers ply from Bath down the Kennebec to *Popham Beach* (Rockledge, $ 3-4; Riverside. $ 2), *Boothbay* (Menawarmet Ho.; Boothbay Ho., from $ 2), *Squirrel Island* (Eastern Hotel, $ 2½), *Mouse Island* (Samoset Ho., $ 3), *Monhegan Island* (Albee Ho., $ 2-2½), and other points in the charming archipelago at the mouth of the river. A little to the E. of the estuary of the Kennebec is the historic peninsula of *Pemaquid* (Edgemere Ho.), with traces of the earliest European settlement in New England. Off Pemaquid the American brig 'Enterprise' captured the British brig 'Boxer' after a hard contest (Sept. 4th, 1814). Both commanders were killed (see p. 129). — Steamers also ply up the Kennebec.

Through-carriages for Rockland are carried across the river to (39 M.) *Woolwich*. 56 M. *Newcastle & Damariscotta*. To the left lies *Damariscotta Lake*. — 86 M. **Rockland** (*Samoset*, $ 4-5; *Thorndike Hotel*, $ 2-3; **Bay Point*, at the breakwater, $ 3½-4), a ship-building and lime-burning city, with 8150 inhab., lies on *Owl's Head Bay*, an inlet of *Penobscot Bay*. Steamers ply hence to Boston, Portland, Bangor, Mt. Desert, and the islands in Penobscot Bay. We here quit the railway and embark on the Mt. Desert steamer.

About 8 M. to the N. (reached by electric tramway or steamer) lies **Camden** (*Bay View*, $ 2½-3½; *Mountain View*, $ 1½-3), a favourite seashore-resort, backed by fine hills (Mt. Megunticook, etc.) rising to a height of 1300-1450 ft.

Two steamers, following somewhat different routes, ply at present from Rockland to Bar Harbor.

That of the *Eastern Steamship Co.* leaves Rockland in the morning, on the arrival of the steamer from Boston to Bangor, and steers to the E., between the islands of *North Haven* on the left and *Vinal Haven* and *Calderwood's Neck* on the right, passing through the so-called *Fox Island Thoroughfare*. It then crosses *Isle-au-Haut Bay*, with the *Isle au Haut* lying at some distance to the right. We next enter the *Deer Island Thoroughfare*, threading our way amid the archipelago of small islands to the S. of Deer Isle and touching at *Stonington*, on *Deer Isle* itself (small steamers hence to Isle au Haut). Farther on we pass *Swan Island* and the *Placentia Isles* (both to the right), while the mountains of Mt. Desert come in sight ahead. Passing *Bar Harbor Head* (lighthouse), at the S. end of Mt. Desert (left), we soon turn to the N. (left) and steer between Mt. Desert and *Cranberry Island*. After calling at

South West Harbor (p. 138) and *North East Harbor* (p. 137), on opposite sides of the entrance to *Somes Sound* (p. 138), the steamer steers to the E., with *Bear Island* (lighthouse) to the left and *Sutton Island* to the right, and calls at *Seal Harbor* (p. 137). It then turns again to the N. and runs along the fine E. coast of Mt. Desert, passing *Otter Cliffs*, *Great Head* (p. 137), etc. *Egg Rock Lighthouse* lies at some distance to the right. About 5-6 hrs. after leaving Rockland we reach *Bar Harbor* (p. 135), passing the pretty little *Bald Porcupine Island*.

The steamer of the *Portland, Mt. Desert, & Machias Co.* leaves Rockland every Wed. & Sat. at 5.40 a.m. It first steers to the N. through the beautiful archipelago of *Penobscot Bay*, leaving *North Haven* (p. 133) to the right, and passing the long *Islesboro* (Islesboro Inn, $5; The Isleboro, $2) to the left. To the left, too, on the mainland, rise the *Camden Hills* (p. 133). About 2 hrs. after leaving Rockland we reach **Castine** (*Acadian Hotel*, $2½-3; *Castine*, $2½; *Pentagoet Ho.*, *Dome Rock Inn*, $2), a pleasant little town on a peninsula projecting into the bay, now a favourite summer-resort. The early historical associations with Baron Castine are celebrated by Longfellow. The steamer next retraces its course for a time, turns to the left (E.), and enters the narrow *Eggemoggin Reach*, between the mainland on the left and *Little Deer* and *Deer Islands* on the right. It touches here at *Sargentville* and *Sedgwick*, two resorts on the mainland, and at *Deer Isle*. Quitting this sound we steer first to the N.E. round *Naskeag Point* and then to the S.E. between some small islands, and join the steamer-route above described near the *Placentia Islands* (see above). We reach *Bar Harbor* (p. 135) about 5 hrs. after leaving Castine.

Beyond Bar Harbor the steamer goes on to (4 hrs.) *Jonesport* (p. 132).

11. Mount Desert.

The island of ***Mount Desert**, the Indian *Pemetic*, lying just off the coast of Maine, in Frenchman Bay, about 110 M. to the E. of Portland, is 15 M. long, 4-12 M. wide, and 100 sq. M. in area. It contains about 5500 permanent inhab., but this number is greatly increased during summer. Within a moderate compass it contains a considerable variety of picturesque scenery, and its mountains, or rather hills, rising abruptly from the sea, have no parallel along the whole Atlantic coast of the United States and are much more imposing than their moderate elevation would suggest.

History. Mount Desert (accent on the first syllable) was first sighted in 1604, by Champlain, who gave it the name of '*Isle des Monts Déserts*'. In 1613 a small French colony, sent out by Mme. de Guercheville, to convert the Indians, planted the settlement of *St. Sauveur* on Somes Sound (see p. 138), but it was soon destroyed by the English (see Parkman's 'Pioneers of France in the New World'). In 1688 Louis XIV. granted the island to M. de la Motte Cadillac; but it was not till 1786 that his granddaughter, Mme. de Gregoire, came over to claim the property, —

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a claim that was allowed by the State of Massachusetts in 1787. The island has, however, long since passed out of the possession of this family. It was about 1850 that Mt. Desert was first visited by artists and other summer-guests, but it was not till ten or fifteen years later that Bar Harbor (see below) began to be what it now is — one of the most frequented and fashionable summer-resorts in the United States.

Physical Features. The mountains of Mt. Desert are mainly confined to the central S. parts of the island, where they run N. and S. in roughly parallel ridges, separated by narrow, trough-like valleys. The place of one of these valleys is taken by *Somes Sound*, which penetrates to the heart of the island. Thirteen main peaks are reckoned, the highest of which is Green Mt. (1532 ft.), in the S.E. corner. Numerous small mountain lakes and streams afford trout and land-locked salmon fishing. Prof. Shaler finds evidence that even the highest summits of Mt. Desert were submerged beneath the sea for some time after the disappearance of the ice of the glacial epoch. — The *Climate* of Mt. Desert is usually cool and refreshing in summer, but fogs are rather frequent. The water is too cold for much sea-bathing. There are several good roads and numerous well marked footpaths. The Village Improvement Associations have lately constructed many new paths and trails, and a 'Path Map' of the E. part of the island has been issued (1903; price $ 1). On the N. the island is connected with the mainland by a bridge.

Approaches. Most of the usual approaches to Mt. Desert are indicated in R. 10. We may also go from Boston to Bar Harbor by a steamer of the Eastern Steamship Co., which starts daily at 5 p.m. and connects at *Rockland* early next morning with the Bar Harbor boat of the same company (see p. 133; through-fare $ 4, stateroom $ 1-2). Or we may proceed by land to Portland and there take the steamer 'Frank Jones' of the Portland, Mt. Desert, & Machias Co., which starts at 11 p.m. on Tues. & Frid. or on arrival of the 7 p.m. train from Boston, calls at *Rockland* next morning, and proceeds thence to Bar Harbor (comp. p. 134; through-fare $ 4¾, stateroom $ 1½-2).

As nine-tenths of the visitors to Mt. Desert land at Bar Harbor, it is convenient to begin with that watering-place.

Bar Harbor. — **Hotels.** Louisburg, Atlantic Ave., $ 5; Malvern, Kebo St., from $ 5; St. Sauveur, $ 3-4; Lynam's, Belmont, Mt. Desert St., $ 2½-3; Newport House, near the steamer-wharf, with cottages, $ 3½-4; Marlborough, Main St., R. from $ 1; Rockaway, $ 2½-3; Birch Tree Inn, $ 2-3; Porcupine, Main St., R. from $ 1. Decreased rates by the week or month, and before or after the height of the season. — *Boarding Houses*, $ 4-10 per week; *Furnished Lodgings* from $ 2-3 upwards. — *Cottages*, $ 150-3000 for the season.

Carriages. With one horse $ 1½ per hr., with two horses (1-6 pers.) $ 3. To the different places of interest on the island by tariff. — The favourite carriage is the 'Buckboard', an excellent easy-riding conveyance for hilly roads, made here to hold 2-15 persons.

Steamers to *Rockland*, see p. 133; *Boston*, p. 129; *Jonesport*, p. 134; *Mt. Desert Ferry*, p. 132. Steamers also ply to *Bangor*, to *Sorrento* and *Sullivan* (p. 133), to (4 M.) *Winter Harbor* (Grindstone Inn), on the other side of the bay, and to *Seal Harbor* (p. 137), *North East Harbor* (p. 137), *South West Harbor* (p. 138), and *Somesville* (p. 139).

Boats for rowing, sailing (cat-boats), and fishing can be hired at moderate rates; also steam-launches. Row-boat 35c. per hr., with man 75c.; canoes, with Indians to paddle, 75c. per hr. — *Yachts* frequent the harbour in large numbers, and regattas are held under the management of the *Mount Desert Yacht Racing Association*, incorporated in 1900. — A visit of the *Atlantic Squadron* of the U. S. Navy is often one of the events of the season at Bar Harbor, and is accompanied by a round of gaieties. — A *Horse Show & Fair* is held annually at Robin Hood Park.

Kebo Valley Club, Eagle Lake Road, for golf, tennis, dinners, and dances; *Mount Desert Reading Room*, Birch Point, with swimming pool, etc.; *Pat &*

Kettle Club, near the Ovens (p. 137); all open to strangers on introduction by a member. — *Indian Encampment*, with baskets and curiosities for sale. Comp. the current issue of the *Bar Harbor Record* (5c.).

Bar Harbor, a popular watering-place frequented by 10-20,000 visitors every summer and almost vying in importance with Newport (p. 89), lies on the E. coast of Mt. Desert, on *Frenchman Bay*, opposite the pretty little *Porcupine Islands* and within 2 M. of the N.E. base of Green Mt. (see below). Its name is derived from the bar, uncovered at low water, which connects it with *Bar* or *Rodicks Island*. The principal street is *Main Street* (running S. from the steamboat-wharf), from which West St., Cottage St., and Mt. Desert St. run to the W. A fine view is had, across the harbour, of the hills on the mainland, and numerous pleasant walks and drives may be made in the neighbourhood. A huge breakwater, now in construction, will render the harbour one of the best on this coast.

The following WALK of 4½ M. shows most of the points of interest in Bar Harbor itself. Starting at the steamboat-wharf and passing the *Rockaway Hotel*, we enter the ***Shore Walk** or **Tow Path**, which, like the Cliff Walk at Newport (p. 91), runs between the sea on one hand and beautiful villas and lawns on the other. The *Mt. Desert Reading Room* (see p. 135) stands at the beginning of the walk. A little farther on, off the shore, is *Balance Rock*. The stone tower farther on is at the end of a bowling-alley belonging to the *Villa Edgemere*. From *Reef Point* a path runs to the W. towards Main St. Just before reaching *Wayman Lane*, also leading to Main St., we pass a handsome house called *The Briars*. Beyond the lane we pass *The Lodge*, *Redwood*, and *Kenarden Lodge*, and reach (¾ M.) the pretty little *Cromwell Harbor*, whence a private road leads to (¼ M.) the S. end of Main St. Turning to the right, we follow Main St. for 10 min. and then turn to the left into *Mt. Desert St.* At the (10 min.) end of this street we descend *Eden St.* or the *Duck Brook Road* to the right to (5 min.) the bridge over *Eddy Brook*. Continuing to follow this road for about 1 M., with villas on both sides, the grounds on the right extending down to the bay, we reach the *Duck Brook Bridge*, whence a pleasant *Footpath ascends to the left along the brook and through the trees to (2 M.) the Eagle Lake road (p. 137). The so-called *Bay Drive* begins at the Duck Brook Bridge. In the meantime, however, we turn at the bridge and retrace our steps along Duck Brook Road to (½ M.) *Highbrook Road*, which diverges to the right and runs circuitously over the hill, rejoining Duck Brook Road (Eden St.) about ½ M. farther on. In Highbrook road, to the left, is *Stanwood*, the summer-home of James G. Blaine (d. 1893). We finally return (10 min.) to Main St. through *West St.* or *Cottage St.*, which both run to the left from Duck Brook Road.

EXCURSIONS. The ascent of ***Green Mountain** (1527 ft.) is, perhaps, the best excursion to begin with. We may drive the whole way to the top (4 M.) by a rough road (toll 25c. for each horse and for each passenger, 10 c. for each walker), diverging to the left from the road to Eagle Lake (the prolongation of Mt. Desert St.) about 1¾ M. from the village. Walkers may ascend by the same route (1½-2 hrs.), but will do better to follow the *Path ascending the gorge between Green Mt. and Dry Mt. (comp. Map; sign-posts). The *View from the top includes Bar Harbor, Frenchman Bay, almost the whole of Mt. Desert, the ocean, and the coast of Maine. Good walkers may descend along the ridges (route marked by cairns) to (1 hr.) the *Otter Creek Road* (see p. 137) and return by it to Bar Harbor. — **Newport Mt.** (1060 ft.), to the E. of Green Mt. and close to the sea, is ascended from the Schooner Head Road in 1 hr. The path (sign-post) leads through trees, then over the ledges by cairns. *View less extensive than from Green Mt. The descent may be made viâ the *Beehive* to Schooner Head or the Otter Creek road. — **Mt. Kebo** (405 ft.), between Green Mt. and Bar

Harbor, is ascended by a path (2 M.). — **Dry Mt.** (1268 ft.) is ascended by a steep and picturesque path. — A very pleasant trip for walkers is to go to (3 M.) **Eagle Lake* (2 M. long, 1/2 M. wide, and 275 ft. above the sea; trout and land-locked salmon fishing); traverse it by boat; follow a forest path from its S. end, below the *Bubbles* (see below), to (1 M.) *Jordan Pond;* cross by boat to the lower end of Jordan Pond (or follow the path along either shore); and walk thence to (2 M.) *Seal Harbor* or (2 1/2 M.) *Asticou* (comp. p. 138). The boat may be ordered by telephone from the *Jordan Pond House* (rfmts.), at the lower end of Jordan Pond. With this trip may be combined an ascent of the *Bubbles* (845 and 780 ft.; path from N. end of Jordan Pond) or *Pemetic Mt.* (1262 ft.; steep, rough trail, known as the 'Goat Trail'). The descent may be made to *Bubble Pond* (path) or to the foot of Jordan Pond (path).

**Ocean Drive* to *Schooner Head*, *Great Head*, and the *Otter Cliffs*, returning through the *Gorge*, is a fine round of 12 M. (8 1/2 for each passenger). We leave Bar Harbor by Main St. and drive towards the S. At (3 3/4 M.) *Schooner Head*, named from a white stain resembling the sails of a schooner, are the *Spouting Horn* (seen to advantage in rough weather only) and the *Anemone Cave*. About 1 M. farther on we diverge to the left from the road to visit the bold and massive promontory of **Great Head*, towering 140 ft. above the water and affording a fine view. To the S. lies *Sand Beach*, near which our road runs to (1 1/2 M.) Otter Cliffs. To visit the **Otter Cliffs* (138 ft.; *View), we again diverge to the left from the road. We now turn to the right (N.) and drive back to (6 M.) Bar Harbor through the *Gorge*, between *Newport Mt.* on the right and *Dry Mt.* (see above) on the left.

Another favourite drive is to (1 1/2 M.) *Duck Brook* (p. 136) and thence by the *Bay Drive* (*View) to (1 1/2 M.) *Hulls Cove*, the former home of Mme. de Gregoire (p. 134). We may return viâ the so-called *Breakneck Road* and *Eagle Lake* (6 M.); and we may extend the drive beyond Hulls Cove to (2 M.) the *Ovens* (caves and archway; visited by boat at high water, or on foot at low water). — The so-called **Twenty-Two Mile Drive* leads viâ the Eagle Lake Road to (7 M.) the N. end of *Somes Sound* (p. 139); then runs on the E. side of the Sound to (4 1/2 M.) *North East Harbor;* follows the coast thence viâ Seal Harbor (**Sea Cliff Drive*) to (7 M.) *Otter Creek;* and returns to (5 1/2-6 1/2 M.) *Bar Harbor* viâ either the *Gorge* (see above) or the *Ocean Drive* (see above). — *Somesville* (p. 139) is about 9 M. from Bar Harbor.

Short Steamboat Excursions may be made to *Seal Harbor*, *N.E. Harbor*, *S.W. Harbor*, *Somesville*, *Winter Harbor* (p. 135), *Sorrento* (p. 133), and *Sullivan*. The voyage *Around the Island* (1 day) is recommended.

Seal Harbor (*Glencove*, *Seaside*, $ 3), in a cove on the S. side of the island (9 M. from Bar Harbor), has one of the largest beaches on the island. It is a good centre for walkers. About 2 1/2 M. (road) to the N. is **Jordan Pond*, 1 1/4 M. long and 1/4-1/2 M. wide (trout and land-locked salmon fishing; boating), between *Jordan* and *Sargent Mts.* on the W. and *Pemetic Mt.* (see above) on the E. At its N. end rise the *Bubbles* (see above). *Green Mt.* (p. 136) and *Sargent Mt.* (p. 138) are easily ascended from Seal Harbor.

North East Harbor is a narrow inlet, penetrating the S. coast for 1 M. about 2 M. to the W. of Seal Harbor, and the group of cottages and hotels (*Kimball Ho.*, from $ 4; *Clifton Ho.*, from $ 4; *Rock End*, *Harbor's Side*, $ 3-4) that bears its name lies on the promontory between it and Somes Sound. Like Seal Harbor and South West Harbor, it is a favourite resort of those who prefer quieter and less fashionable quarters than Bar Harbor offers. The steamboat-landing is on the E. side of Somes Sound (see p. 138).

Opposite the mouth of N.E. Harbor is *Bear Island* (with a lighthouse), and a little farther out are *Sutton Island* and the two *Cranberry Isles*. At the head of the cove, 1½ M. from the steamboat-landing, lies the prettily-situated *Asticou* (Asticou Inn, $ 3-5), at the base of *Mt. Asticou* (view).

Sargent Mt. (1344 ft.), the highest but one on the island, rises about 2 M. to the N. of Asticou. We follow the road or path leading N. to the (1 M.) *Upper Hadlock Pond*, diverge here to the right, and follow the path on the E. side of the pond, crossing the brook near its head. Beyond (¼ hr.) a small waterfall the route to (¾-1 hr.) the top is indicated by 'blazes' on the trees and by small cairns on the ledges. Sargent Mt. may also be ascended on the S. side by a path diverging to the left from the path to Jordan Pond (see below) and crossing *Cedar Mt.* The *View includes a great part of the island, with the Bubbles, Green Mt., and Pemetic to the E., and Brown's Mt. and the hills beyond Somes Sound to the W.; also Frenchman Bay, with Schoodic Mt. (Gouldsborough Hills) on its farther shore, and the sea, with numerous islands. The descent may be made on the N. by a path and wood-road leading to *McFarland Hill*, or on the E. by a trail following the pretty *Deer Brook* to the head of Jordan Pond (see above). In the last case we pass a pretty little lake near the top of Sargent Mt. Another route leads by the *Bluffs*, rising from Jordan Pond below Jordan Mt. The *Giant Side*, on the W. side of Sargent Mt., ½ hr. from the road, is a great slab of rock leaning against the mountain so as to form a kind of archway. — From Asticou to *Jordan Pond* and *Eagle Lake*, see p. 137. — Drives may be taken to *Bar Harbor* (p. 135; $ 2 each), to (7 M.) *Somesville* (p. 139; $ 1¼ each), etc. Rowing and sailing trips are made to the above mentioned Islands and to *S.W. Harbor*. *Somes Sound* may be visited by steam-launch ($ 5-10).

South West Harbor (*Claremont Ho.*, $ 3; *Dirigo*, $ 2-2½, both near the steamboat-wharf; *Stanley Ho.*, on the opposite side of the harbour, $ 2), on the W. side of the entrance to Somes Sound, is called at by all the regular steamers. Boating, deep-sea fishing, and fine sea-views are its chief attractions. About 3 M. to the S. is the *Sea Wall*, a curious pebble ridge, 1 M. long and 15 ft. high. Off the harbour lies *Greening Island*, a favourite spot for picnics.

The road to (6 M.) Somesville (p. 139) runs to the N., between *Dog Mt.* (670 ft.) and *Robinson Mt.* (700 ft.) on the right and *Beech Mt.* (855 ft.) and *Carter Nubble* (480 ft.) on the left. About 1¼ M. from the village, beyond *Norwood Cove*, a road to the right runs to the S. of Dog Mt. and *Flying Mt.* (300 ft.) to (1 M.) *Fernald Point*, on Somes Sound, believed to be the site of the French colony of St. Sauveur (see p. 134). 'Father Biard's Spring' (see 'The Jesuit's Ring', by *A. A. Hayes*) is shown here. Farther on, the Somesville road skirts *Denning Pond* (left) for (1¾ M.) *Somesville* (p. 139). — *Dog Mt.*, *Beech Mt.*, and *Flying Mt.* are good points of view, easily ascended from S.W. Harbor. — Favourite drives lead to (15 M.) *Bar Harbor* (p. 135), viâ Somesville or Town Hill, and to *Bass Harbor*, 4 M. to the S.W.

Perhaps the finest boating excursion from S.W. Harbor is to *Somes Sound* (see below), which may be conveniently made by steam-launch (to Somesville and back in half-a-day). — A small steamer makes daily trips from S. W. Harbor and N. E. Harbor to *Islesford (Little Cranberry)* and *Great Cranberry Isle* (fine surf at Deadman Point).

***Somes Sound** runs into the S. part of Mt. Desert Island for about 6 M., with an average width of ½-1 M. Its scenery is fine, and no one should fail to ascend it by small steamer or row-boat (sailing dangerous on account of sudden squalls).

As we enter the Sound proper, we have *Fernald Point* (see above) on the left and *Manchester Pt.* (Indian Head Ho.) on the right. The finest point

on the fjord is *"Eagle Cliff"*, the wall-like front of *Dog Mt.* (to the left), rising sheer from deep water to a height of 5-600 ft. (good echo). Farther on, between *Robinson Mt.* (left) and *Brown Mt.* (right), the Sound narrows to ¼ M., expanding again higher up. To the right opens a fine view of *Sargent Mt.* (p. 138). To the left are *Granite Quarries*, which supplied the material used in the piers of Brooklyn Bridge (p. 33). At the head of the Sound we enter *Somes Harbor* and reach the village of *Somesville* (see below).

Somesville (Somes Ho., $ 2-3), the oldest settlement on the island, is a small village, frequented mainly by driving parties from Bar Harbor, S.W. Harbor, or N.E. Harbor, who ascend Beech Hill (see below), dine or sup at the hotel (famous for broiled chicken and 'popovers'; meals $ 1), and return in the afternoon or evening.

Beech Hill (ca. 500 ft.), 2 M. to the S.W. of Somesville (road to within 10 min. of the top), commands a splendid View, with *Denning Pond* (p. 138) lying sheer below its precipitous E. face. To the W. is *Great Pond* (4 M. long), beyond which rises the double peaked *Western Mt.* (1073 and 971 ft.).

12. From Portland to the Rangeley Lakes.

a. Viâ Lewiston and Farmington.

139 M. Maine Central Railroad to (92 M.) *Farmington* in 3¼ hrs. Narrow Gauge Railroad thence to (18 M.) *Phillips* and (47 M.) *Rangeley* in 2½-3¼ hrs. (through-fare $ 5.15).

From *Portland* to (11 M.) *Cumberland Junction*, see p. 129. Our train diverges here to the left and runs parallel with the Grand Trunk Railway (p. 143), which it intersects at (29 M.) *Danville Junction* (p. 143). Coaches run hence to (5 M.) Poland Springs (p. 140). — 32 M. *Rumford Junction* is the point of divergence of R. 12b. — At (35 M.) *Auburn* (12,950 inhab.) we cross the *Androscoggin*, obtaining a good view of the *Lewiston Falls* (52 ft.). Just across the river is (36 M.) **Lewiston** (*Exchange*, $ 2-2½; *De Witt*, $ 2½-3), the second city in Maine, an important manufacturing place (cotton and woollen goods, etc.), with 23,761 inhabitants. The *City Hall* and *Bates College* (350 students) are among the chief buildings. To Brunswick, see p. 129.

The train now follows the *Androscoggin* for some distance. To the right are the buildings of the *Maine Agricultural Society*. — 46 M. *Leeds Junction*, where the Androscoggin Division of the Maine Central Railway, which we follow, diverges to the left.

The main line goes on to (38 M.) *Waterville*, where it joins the route described at p. 130. *Lake Maranacook* is, perhaps, the prettiest of the numerous sheets of water passed on this line. *Belgrade* (22 M.), one of the intermediate stations, is 6 M. from the *Belgrade Lakes* (The Belgrade, from $ 3). *Oakland* (32 M.) is the junction of a line to *Norridgewock*, *Anson*, and (11 M.) *Bingham*. Norridgewock (Quinnebasset Inn), with its shady main street, is the home of *Miss R. S. Clarke* ('Sophie May'), the writer of girls' books, and was the birthplace of *Rev. Dr. Minot J. Savage*. — A branch-line also connects Leeds Junction with (27 M.) *Brunswick* (p. 129).

The train to Farmington runs through a pleasant hilly country, following the general course of the Androscoggin, which it nears at (75 M.) *Livermore Falls*. From (84 M.) *Wilton* coaches run to

(13 M.) *Weld Pond*, frequented by trout-fishers. At (91 M.) *West Farmington* we cross the *Sandy River* on a long curved trestle. — 92 M. **Farmington** (*The Willows*, $2-3; *Stoddard Ho.* $2), a prosperous village of 1250 inhab., where we change carriages for Rangeley.

The narrow-gauge SANDY RIVER RAILWAY runs through a picturesque district, with *Blue Mt.* to the left, to (11 M.) *Strong*, the junction of a line to (15 M.) *Kingfield*, (25 M.) *Carrabasset*, and (31 M.) *Bigelow*. From (18 M.) *Phillips* (Phillips Ho., Comfort Cottage, $2), we continue by the PHILLIPS & RANGELEY RAILWAY to *Dead River* and (47 M.; 139 M. from Portland) **Rangeley** (*Rangeley Lake Ho.*, from $2½), on the N.E. bank of *Rangeley Lake* (p. 141). To the right rises *Saddleback Mt.* (4000 ft.; *View).

b. Viâ Rumford Falls.

122 M. MAINE CENTRAL RAILROAD to (32 M.) *Rumford Junction* in 1-1½ hr.; PORTLAND & RUMFORD FALLS RAILWAY thence to (90 M.) *Oquossoc* in 3¼-3½ hrs. (through-fare $4.25; from Boston $6.45). This route is standard gauge all the way, and through-carriages run from Portland to Oquossoc.

From Portland to (32 M.) *Rumford Junction*, see p. 139. The through-carriage for Oquossoc is here attached to the Rumford Falls train, which starts at Lewiston (p. 139). — Our line runs towards the N., crossing the G. T. Ry. (R. 14) near (36 M.) *Elmwood Farm*. — 38 M. **Poland Springs** (800 ft.; **Poland Springs Ho.*, $4½-5, 450 beds; *Mansion Ho.*, $3½), the chief inland watering-place of Maine, with good mineral water. The springs are 2 M. from the station (carr. 50 c.). Adjoining the Poland Springs House is a *Library & Art Gallery*. Stages run from the station to (3 M.) *Wilson Springs* (The Wilson, from $3), a similar resort. — 40 M. *Poland* (White Oak Hill Spring Hotel, $5); 43 M. *Mechanic Falls*, also on the G. T. R. (p. 143); 57 M. *Buckfield*. Beyond (64 M.) *Hartford* the line begins to ascend steadily. To the left lies *Lake Anasaguntícook*. — 69 M. *Canton* is the junction of a branch-line to (11 M.) *Livermore*, on the E. bank of the Androscoggin, and also a station on the M. C. R. R. At (71 M.) *Gilbertville* we approach the *Androscoggin*, which flows to the right. 77 M. *Peru*; 81 M. *Dixfield*.

85 M. **Rumford Falls** (600 ft.; *Hotel Rumford*, $2), a new and active little town, with 3770 inhab. and manufactures of woollen goods, chemicals, and paper. It owes its importance to the *Falls of the Androscoggin*, which descend 160 ft. in three leaps and are said to have a capacity of 40,000 horse-power. Coaches run hence to (15 M.) Bryant's Pond (p. 143) and to (18 M.) *Andover* (Andover, French's, $2), whence connection is made by buckboard with the foot of *Lake Welokenebacóok* (see p. 141).

The line now bends again to the N., passing a few unimportant stations.

113 M. *Bemis* (The Barker, $2-4; The Birches, $2-3; Camp Bemis, $2-3) lies at the foot of *Lake Mooselucmaguntic* (p. 141)

and is regularly called at by the steamers. — 120 M. *South Rangeley* and (122 M.) *Oquossoc* (Mountain View Ho., $2-3) are both steamboat-stations on Rangeley Lake (see below).

The ***Rangeley** or **Androscoggin Lakes**, a group of half-a-dozen small lakes, 1200-1500 ft. above the sea, connected with each other by water-ways, and covering a total area of about 80 sq. M., are a veritable sportsman's paradise and also offer the attraction of beautiful scenery and pure air. Large trout (up to 10 lbs.) abound in the lakes, and moose, deer, and other game in the forests. There are numerous hotels and camps round the lakes, with simple and inexpensive accommodation; expert guides ($2½-3 a day) are easily procured. Several clubs for fishing and hunting have their headquarters here. Mosquitoes and black flies are not troublesome after July. Warm clothing is desirable. Small steamboats afford almost continuous passage from Rangeley Lake to Lake Umbagog (see below). For other routes to the lakes, see p. 143.

Rangeley Lake or **Lake Oquossoc**, the north-easternmost of the group, is 9 M. long and 1-3 M. wide. From Rangeley (p. 140) a steamer plies to *South Rangeley* (see above), *Oquossoc* (see above), and the *Outlet*, at the foot (W. end) of the lake, 1½ M. to the N. of which is *Indian Rock*, with the headquarters of the Oquossoc Angling Association. — **Lake Mooselucmaguntic** (8 M. × 2 M.) is next in order, with inns at *Haines Landing* ($2-4), *Bemis* (see above), and the *Upper Dam* (S. end; $2). Connected with this lake on the N. is the smaller *Lake Cupsuptic*. — Below the Upper Dam are *Lakes Molechunkamunk* (*Upper Richardson*; 5 M. × 1-2 M.) and *Welokenebacook* (*Lower Richardson*; 5 M. × 1½ M.). From the S. arm (hotel) of the latter to *Andover*, see above and p. 143. — From the *Middle Dam* (Anglers' Retreat, $2), on the W. side of Lake Welokenebacook, a road leads to (5 M.) **Lake Umbagog** (1255 ft.), 9 M. long and 1-2 M. wide, at the S. end of which lies the *Lakeside Hotel* ($2). The White Mts. (p. 158) are visible from this lake. Coach hence to *Bethel*, see p. 143; steamer to *Errol's Dam*, see p. 143; coach from Errol's Dam to *Berlin*, see p. 143; to *Colebrook*, see p. 145.

Steamers also run from Lakeside and Errol's Dam up the *Magalloway River* to (30 M.) **Lake Parmachenee** (*Camp Caribou*), another favourite sporting resort, 2500 ft. above the sea.

13. From Boston to Eastport and St. John by Sea.

(Campobello; Grand Manan.)

Steamers of the *Eastern Steamship Co.* (International Division) leave Boston twice weekly for (280 M.) *St. John* direct (16 hrs.; fare $5; stateroom $1-5; meals extra), and thrice weekly for St. John via Portland (8 hrs.; fare $1.25), Eastport (14 hrs.; fare $4.75), and Lubec. The direct steamers usually leave Commercial Wharf at noon, while the others start at 9 a.m. The latest information should be obtained from the agents of the company (Commercial Wharf and 298 Washington Street) or from the daily papers. Baggage for Canada is examined on board the steamer, between Eastport and St. John.

Railway Route from Boston to *St. John*, see p. 131; to *Eastport*, see p. 132. — The latter may also be reached by railway to St. Andrews (p. 131), and thence by the steamer down the *St. Croix* (15 M.). For details, see *Baedeker's Canada*.

For the beautiful sail down *Boston Harbour*, see p. 115. The direct steamer (see p. 141) soon passes out of sight of land, and it is only on the longest days of summer that the coast of *Maine* becomes dimly visible to the left before nightfall. *Grand Manan* (see below), with its fine cliffs, lies to the left, but is passed in the dark. The steamer then ascends through the **Bay of Fundy** (comp. *Baedeker's Canada*). As we enter St. John Harbour, we pass *Partridge Island* on the right, while the suburb of *Carleton* is seen to the left. St. John makes a particularly picturesque effect as seen from the water.

280 M. **St. John**, see p. 131.

The steamer viâ Eastport, on leaving Boston Harbour, turns to the left and steers to the N. to (110 M.) **Portland** (see p. 128). Beyond Portland it follows a course similar to that of the Bar Harbor steamers (see p. 133), and after passing Mt. Desert, continues along the coast, with *Grand Manan* (see below) to the right. When the tide serves, the steamer reaches Eastport by the *Narrows*, between *Lubec* on the left and the island of *Campobello* (see below) on the right. At the entrance of this channel is *Quoddy Head Light* (l.), marking the E. limit of the United States. When the tide is unfavourable, we pass outside Campobello and approach Eastport from the E., with *Deer Island* to our right.

Lubec (*Hillside Ho.*, $ 2-3; *Merchants' Hotel*, $ 2), at which the steamers call in summer, is a pleasant little watering place. The Young Men's Christian Associations of New England hold encampments at (7 M.) *N. Lubec* (The Nemattano, $ 2½-3) in summer.

180 M. (from Portland) **Eastport** (*Quoddy Ho.*, $ 2-3), the easternmost settlement of the United States, with 5311 inhab. and an abandoned fort, is finely situated on a small island in *Passamaquoddy Bay*, connected with the mainland by a bridge. Its inhabitants are mostly fishermen and keepers of summer boarding-houses.

STEAM FERRIES run at frequent intervals to (3 M.) *Lubec* (see above) and (2½ M.) *Campobello* (see below). A steamer runs regularly to (18 M.; 2 hrs.) *Grand Manan* (see below), while river-steamers ply to *St. Andrews* (p. 131) and up the *St. Croix* to *St. Stephen*, *Robinston*, and *Calais* (comp. *Baedeker's Canada*).

Campobello (*Tyn-y-Coed Hotel*, with its annex the *Tyn-y-Maes*, from $ 3; *The Owen*, $ 2), a picturesque island between *Passamaquoddy Bay* and the *Bay of Fundy*, just on the Canadian (New Brunswick) side of the international boundary, is now much frequented in summer by New Yorkers, Bostonians, and others. For a detailed account of its attractions, see *Baedeker's Canada*.

Grand Manan (*Marathon Ho.*, $ 1½), another Canadian island, about 16 M. long and 3-6 M. wide, lies at the entrance to the *Bay of Fundy*, 9 M. from the American coast. It is also a frequented summer-resort, and some of its cliffs and headlands are very fine.

On leaving Eastport the steamer once more heads for the E., crosses the neck of Passamaquoddy Bay, and steers through the Bay of Fundy. The coast of New Brunswick is in sight to the left all the way to St. John (3 hrs.).

60 M. (from Eastport) **St. John**, see p. 131.

14. From Portland to Montreal and Quebec.

a. Viâ the Grand Trunk Railway.

Grand Trunk Railway to (297 M.) *Montreal* in 11-12 hrs. (fares $ 7½, drawing-room car $ 1½, sleeping-berth $ 2); to (318 M.) *Quebec* in 12-15 hrs. (fares $ 8½, $ 2). This route forms a pleasant approach to Canada, skirting the N. margin of the White Mts. (p. 158; views to the left). From Boston to Canada by this route takes 3-4 hrs. more.

Portland, see p. 128. The train crosses (3 M.) the *Presumpscot River* (*View of *Casco Bay* to the right). At (11 M.) *Yarmouth* we intersect the Maine Central R. R. (comp. p. 129) and then turn to the left (N.W.). As far as (27¼ M.) *Danville Junction* the Maine Central R. R. (see p. 144) runs parallel to our line (to the left). — We now again cross the Maine Central R. R. and turn towards the W. 29½ M. *Lewiston Junction*, for *Auburn* and (6 M.) *Lewiston* (p. 139); 36 M. *Mechanic Falls* (p. 140); 47 M. *South Paris*, the station for (2 M.) *Paris Hill* (830 ft.), to the E. of which is *Mt. Mica*, where mica, beryls, tourmaline, and other minerals are found. From (62 M.) *Bryant's Pond* (700 ft.) coaches run to (15 M.) *Rumford Falls* (p. 140) and to (21 M.) *Andover* (p. 140).

We have now fairly left the level coast districts and entered the mountains. 70 M. *Bethel* (1000 ft.; The Elms, Bethel Ho., $ 2), a small summer-resort, with mineral springs, pleasantly situated above the 'intervales' of the *Androscoggin*.

Coaches (fare $ 2½) run regularly from Bethel to (26 M.) *Lakeside Hotel*, at the S. end of *Lake Umbagog* (p. 141). The road leads through wild and picturesque scenery, ascending the valleys of the *Androscoggin* and *Bear River* and affording distant views of the White Mts. (p. 158).

Beyond Bethel we obtain numerous fine views of the *White Mts.* (p. 158; to the left), while the Androscoggin runs on the right. Near (86 M.) *Shelburne* (725 ft.), in *New Hampshire*, we have views of *Mt. Madison* and *Mt. Moriah* to the left and *Mt. Hayes* to the right.

91 M. **Gorham** (860 ft.; meal-station), see p. 162.

Beyond Gorham our train turns to the N.W., intersects the B. & M. R. R., and ascends along the Androscoggin, affording a good view of Mt. Adams to the left, to (98 M.) *Berlin* (Berlin Ho., $ 2; Revere Ho., $ 1½), where the river pours tumultuously through a narrow pass, descending 200 ft. within a mile. Coaches run hence to (22 M.) *Errol's Dam* (Umbagog Ho., $ 2), whence steamers ascend the Androscoggin to (3 M.) *Lake Umbagog* (p. 141).

From Berlin to Whitefield, 29 M., railway in 1¼ hr. (fare $ 1.04). — This line crosses the Grand Trunk Railway at (5 M.) *Gorham* (see above) and runs to the W. along the *Moose River*. 10 M. *Randolph* (p. 163); 12 M. *Appalachia* (p. 163); 15 M. *Bowman* (p. 163); 19 M. *Highlands*. From (21 M.) *Cherry Mountain* a branch runs to the right to (3 M.) *Jefferson* (p. 168). 24 M. *Jefferson Junction*; 26 M. *Hazen Junction*. — 29 M. *Whitefield* (p. 146).

The train now leaves the Androscoggin, which turns to the N. Beyond (103 M.) *Copperville* (1080 ft.; view) we follow the *Upper Ammonoosuc* to (122 M.) *Groveton* (Melcher Ho., $ 2), the junction of the Boston & Maine R. R. (to the White Mts. and Wells Junction;

see p. 156). This is the starting-point for an ascent of the *Percy Peaks* (3150 and 3335 ft.; 2½-3½ hrs.). The line now passes into the *Connecticut Valley* (to the right, the white Percy Peaks). From (134 M.) *North Stratford*, where our line intersects the Maine Central R. R. (see p. 145), coaches run to (1½ M.) *Brunswick Springs*. We now cross the Connecticut, enter *Vermont* (the 'Green Mountain State'), and run through forest. 149 M. *Island Pond* (1500 ft.; Stewart Ho., $ 2; Rail. Restaurant), with the frontier custom-house (baggage examined).

At (165 M.) *Norton Mills* we enter *Canada*. Hence, viâ (196 M.) *Sherbrooke* and (221 M.) *Richmond*, to (297 M.) *Montreal* and (318 M.) *Quebec*, see *Baedeker's Canada*.

b. Viâ the Maine Central Railroad.

To (286 M.) *Montreal* in 12-16 hrs. (fare $ 7½; parlor-car $ 1½; berth $ 2); to (321 M.) *Quebec* in 14½ hrs. (fare $ 8½; sleeper $ 2). This line traverses the centre of the White Mts. (seats to the right; observation-cars attached to the trains in the mountain-district). Through parlor and sleeping cars run from Portland to Montreal and Quebec.

Portland, see p. 128. The train starts from the Union Station, crosses the *Presumpscot* twice, and runs towards the W. 6 M. *Cumberland Mills*, with manufactures of paper. — 17 M. *Sebago Lake Station*, at the S. end of **Sebago Lake** (265 ft.; *Sebago Lake Ho.*, $ 2), a pleasant, islet-dotted sheet of water, 13 M. long, 10 M. wide, and 100 ft. deep in its deepest part.

Steamers ply from this point across Sebago Lake, through the cork-screw-like *Songo River* (6 M.), and across *Long Lake* (13 M. long and 2 M. wide), to (32 M.) *Harrison* (Elm Ho., Crystal Lake Cottage, $ 2; there and back in 8 hrs.; a pleasant trip). The chief intermediate stopping-place on this trip is at **Naples** (**Bay of Naples Inn*, $ 3-4; *Hotel Naples*, *Lake Ho.*, $ 1½), charmingly situated on the so-called *Bay of Naples*, the S. basin of Long Lake. *Bridgton Landing* is the station for (1 M.) *Bridgton* (The Bridgton, $ 2½-4; Cumberland Ho., Stoneleigh, $ 2), another frequented resort. Bridgton is the usual starting-point for an ascent of (10 M.) **Pleasant Mt.** (2020 ft.; **Mt. Pleasant Ho.*, on the top, from $ 4½), which commands a splendid Panorama of the White Mts. — From Harrison coaches run to (11 M.) *South Paris* (p. 143) and to (5 M.) *Waterford* (Lake Ho., $ 2), the birthplace of *C. F. Browne* ('*Artemus Ward*'; 1831-67). This district has been celebrated by Longfellow and Whittier, and Hawthorne spent his early boyhood near Lake Sebago.

Beyond (25 M.) *Steep Falls* we follow the valley of the *Saco*, the falls of which are seen near (34 M.) *West Baldwin*. From (37 M.) *Bridgton Junction* a narrow-gauge line runs to (16 M.) *Bridgton*, on Long Lake (see above). — 50 M. **Fryeburg** (420 ft.; *Oxford Ho.*, $ 4-5), a summer-resort, is 10 M. to the W. of Pleasant Mt. (see above). Daniel Webster taught in the Academy here. — We now enter *New Hampshire* (p. 125). Beyond (55 M.) *Conway Centre* we cross the Saco, and enter the district of the *White Mountains* (R. 16). 60 M. *North Conway* (520 ft.; see p. 160), the junction of the Boston & Maine R. R. We now ascend more rapidly. To the right are Middle Mt., Hurricane Mt., and Mt. Kearsarge (comp. p. 161); to the left, the long ridge of Moat

Mt. (p. 161), with the 'Ledges'. 62½ M. *Intervale* (p. 160). The train traverses the beautiful Conway 'intervales'. From (65 M.) *Glen Station* (p. 161) coaches run to (3 M.) *Jackson* (p. 161). The train turns to the left and crosses the Saco. Beyond (71 M.) *Bartlett* (Bartlett Ho., $2; Rail. Restaurant), where an 'observation-car' is added to the train, we twice cross the Saco, then turn to the N., and cross *Sawyer's River* (station) and *Nancy's Brook*. To the left rises the triple-peaked *Mt. Carrigain* (4647 ft.). 78 M. *Bemis*. To the right are *Mt. Crawford* (3100 ft.), *Mt. Resolution* (3400 ft.), and the *Giant's Stairs* (3423 ft.); to the left is *Mt. Nancy* (3810 ft.). — The line now bends to the N.W. and enters the famous ***Crawford or White Mountain Notch**, a narrow defile, about 3-4 M. long, with the towering walls of *Willey Mt.* (4261 ft.) on the left and *Mt. Webster* (3876 ft.) on the right. The train ascends rapidly (1 : 44), at a height of 100-350 ft. above the river, and affords, perhaps, better views than the road (comp. p. 164). The deep ravine below (82 M.) *Frankenstein Cliff* (stat.) is crossed by a dizzy trestle, 80 ft. high and 500 ft. long. To the right (ahead) we have a good view of Mt. Washington. The *Willey Brook* is crossed by another lofty trestle (80 ft. high). To the right are the *Silver* and *Flume Cascades* (p. 164). The train skirts the E. slope of *Mt. Willard* (2786 ft.; p. 164), leaves the Notch by its narrow *Gateway* (p. 164), and reaches the plateau on which lies the (85 M.) *Crawford House* (1900 ft.; p. 163). We now begin the descent, with the *Ammonoosuc* to the right. Near (89 M.) *Bretton Woods* (p. 165) we cross the Ammonoosuc and begin to descend along its right bank. At (90 M.) *Fabyan's* (p. 165) we connect with the railway to the summit of *Mt. Washington* (see p. 170). 92 M. *White Mt. House;* 93 M. *Zealand*, the junction for the line to *Bethlehem Junction, Maplewood, Bethlehem Street*, and the *Profile House* (see p. 167); 94 M. *Twin Mountain House* (p. 165). We now skirt the shoulder of *Cherry Mt.*

100 M. *Quebec Junction*, where the Quebec (Upper Coos) Division of the Maine Central R. R. diverges to the right, connecting with the Canadian Pacific and the Quebec Central Railways.

From Quebec Junction to Quebec, 221 M., in 10 hrs. We cross the *B. & M. R. R.*, pass *Cherry Pond*, and reach (5 M.) *Starr King* (for *Jefferson*, p. 168), situated on a spur of *Mt. Starr King* (3915 ft.), which rises to the right. The railway skirts the *Israel River*. — 12 M. **Lancaster** (870 ft.; *Lancaster Ho.*, from $2½; *Rail. Restaurant*), pleasantly situated on the Israel River, with 3100 inhab., is a favourite summer-resort and commands distant views of the White Mts. *Mt. Prospect* (2090 ft.; Prospect Ho., $3), 2 M. to the S.E., is a good point of view. To the E. are the *Pilot Mts.* *Jefferson* (p. 168) is 7 M. to the E.S.E. — We now pass from the White Mt. district and enter the *Coos District*. The train again crosses the *B. & M. R. R.* at *Coos Junction*, and farther on twice crosses the *Connecticut*, which here forms the boundary between Vermont and New Hampshire. At (33 M.) *North Stratford* our line intersects the *Grand Trunk Railway* (see p. 144). We ascend to the N. through the valley of the *Connecticut*. From (46 M.) *Colebrook* (1030 ft.; Parsons Ho., $3; Monadnock Ho., $2-3) a coach runs to (10 M.) the ***Dixville Notch** (*The Balsams*, $4), a fine ravine, 2 M. long, with its most striking points (Table Rock, etc.) marked by sign-posts.

Coaches run from the Notch to (11 M.) *Errol's Dam* (p. 143). From (53 M.) *West Stewartson* stages run to the (12 M.) *Connecticut Lakes* (2550 ft.; Connecticut Lake Ho., $ 2; Idlewild Camp, on the second lake, $ 2), the source of the Connecticut.

At (55 M.) *Beecher's Falls* we enter Canada (luggage examined). Hence to (221 M.) *Quebec*, see *Baedeker's Canada*.

From Quebec Junction the main line descends along the Ammonoosuc to (104 M.) *Whitefield* (p. 156) and (107 M.) *Scott's*, where it crosses the B. & M. R. R. It then crosses the *Connecticut* and enters Vermont. At (110 M.) *Lunenburg* (Heights Hotel, $ 1½-2) we pass on to the St. Johnsbury & Lake Champlain R. R. Beyond (118 M.) *Miles Pond* we meet the *Passumpsic* and follow it down to (133 M.) *St. Johnsbury* (p. 156), where we join the main route of the B. & M. R. R. to Canada. Thence to (286 M.) *Montreal*, see R. 15c.

15. From Boston to Montreal.

a. Viâ Rutland and Burlington.

330 M. Boston & Maine Railroad (Fitchburg Division) from Boston to (114 M.) *Bellows Falls* in 3¾-4 hrs.; Rutland Railroad from Bellows Falls to (186 M.) *St. John's* in 5¾-7 hrs.; Canadian Pacific Railway thence to (30 M.) *Montreal* in ¾-1 hr. (through-fare $ 9; parlor-car $ 1½; sleeper $ 2½).

Boston, see p. 94. Leaving the North Union Station (p. 94), the train crosses the *Charles*, affording a view to the right of the *Bunker Hill Monument* (p. 115). At the *State Prison* (right) the line wheels to the left (W.) and passes through *Somerville* (61,643 inhab.). To the left lies *Cambridge* (p. 112), where we have a glimpse of the Harvard College buildings. — 10 M. **Waltham** *(Crescent*, $ 2-3; *Riverside; Prospect)*, a city of (1900) 23,481 inhab., with cotton-mills and the works of the *American Waltham Watch Co.* (the largest in the world, producing 750,000 machine-made watches annually). We have our last view of the Charles here, to the left. To the right is *Prospect Hill* (480 ft.). — 13 M. *Kendal Green* is the station for *Weston*, with golf-links and the country homes of many Bostonians. A little farther on we pass *Walden Pond* (right), a favourite haunt of Thoreau (1817-62; see 'Walden'), but now frequented by picnic parties instead of recluses.

20 M. **Concord** (*Thoreau House*, $ 2½; *The Colonial*, $ 2½), a village with 5652 inhab., situated on the *Concord River*, here formed by the junction of the *Sudbury* and the *Assabet*, is of abiding interest as the home of Hawthorne and Emerson, Thoreau and the Alcotts. It may be fittingly described as the American Weimar or Stratford-on-Avon and has kept its literary association less tainted by commercialism than either of these places. For more details, see *George B. Bartlett's* interesting little volume on 'Concord: Historic, Literary, and Picturesque' (with plan). A carriage (fixed tariff) may be hired at the station and is often desirable in view of the scattered positions of the chief points of interest.

On leaving the *Railroad Station* we follow *Thoreau Street* to the right and then *Sudbury Street* to the left. To the left, where Sudbury St. joins *Main Street*, stands the *Free Public Library*, containing many interesting autographs. Following Main St. to the right, we cross the *Mill Brook* and reach a square whence several streets radiate. Here stands the house of the *Concord Antiquarian Society*, with an interesting museum (small fee).

If we follow *Lexington Street* to the right, which was the route of the British retreat in 1775 (see below), we reach (5 min.), to the right, at the point where Lincoln St. diverges, the white *House of R. W. Emerson*, still occupied by his daughter. Here the 'Sage of Concord' was visited by *Frederika Bremer*, *Margaret Fuller* (Countess d'Ossoli), etc. A little farther on, to the left, is *Orchard House*, long the home of the Alcott Family, of which *Louisa M. Alcott* (1833-88), author of 'Little Women', is the most widely known member. To the W. of the house is the building used by the *Concord School of Philosophy*, which was established by *A. Bronson Alcott* (1799-1888) in 1879 and counted Emerson, Ben. Peirce, Dr. W. T. Harris, and Col. T. W. Higginson among its lecturers. The next house (left) is *The Wayside*, the home of *Nathaniel Hawthorne* in 1852-61, with the tower-study in which he wrote 'Septimius Felton' and other works.

We now return to the above-mentioned square and follow *Monument Street* to the N., crossing the Lowell R. R. and reaching (12 min.; to the left) the ***Old Manse**, built for the *Rev. Wm. Emerson* in 1765 and occupied after him by the *Rev. Dr. Ripley*. R. W. Emerson spent part of his childhood here, and, in later life, in the study above the dining room he wrote 'Nature' and Hawthorne his 'Mosses from an Old Manse'. Adjoining the grounds of the Old Manse is the bridge over the Concord River, where the 'minute-men' of the neighbourhood encountered the British soldiers on April 19th, 1775, and 'where the embattled farmers stood and fired the shot heard round the world'. Beyond the bridge is a fine commemorative statue of the **Minute Man*, by Dan. C. French.

Bedford Street, running to the E. from the central square, leads to (10 min.) ***Sleepy Hollow Cemetery**, one of the most romantic burial-grounds in America. Among the illustrious dead buried here are *Ralph Waldo Emerson* (1803-82; grave marked by a huge block of pink quartz), *Nathaniel Hawthorne* (1804-64; grave surrounded by a low hedge of arbor vitæ), *Henry Thoreau* (comp. p. 146), and the *Alcotts* (see above). — George Bartlett (d. 1896; see p. 146) is commemorated by an inscription on a rock near the union of the Sudbury and Assabet. — The Concord rivers are very picturesque and a row on one or other of them may fitly wind up the visit.

A line runs from Concord to (10 M.) **Lexington** (*Russell Ho.*, $3; also reached direct from Boston by the Boston & Maine R. R., 11 M., or by electric car), where the first battle between the British and Americans took place (April 19th, 1775; comp. above). Pop. (1900) 3831. In or near the *Common* or *Green*, where the battle took place, in the centre of the town, are two monuments and various commemorative tablets and boulders. On the N. side of the Green is the old *Buckman Tavern*, where the minute-men assembled (tablet), and on the W. side is the *Harrington House*, where the wounded Jonathan Harrington dragged himself to die at his wife's feet. In Hancock St., leading to the N.W. from the Green, stands (right) the *Hancock-Clarke House*, where John Hancock and Samuel Adams were roused by Paul Revere in the middle of the night before the battle. It contains a few relics of the period, but there is a larger and more interesting collection in the *Town Hall*, on the road to Boston, to the E. of the Green. *Munroe's Tavern*, farther to the S.E., near *East Lexington*, was the headquarters of Earl Percy, the British commander.

At (22 M.) *Concord Junction* we cross the N. Y. N. H. & H. line to Lowell (p. 151) and connect with an unimportant branch of the B. & M. R. R.; to the right is the *State Reformatory*. 25 M. *South Acton*. — From (36 M.) *Ayer's Junction* various lines radiate.

One of these branches runs to (24 M.) *Greenville*, passing (3 M.) *Groton*, with one of the leading private schools for boys in the United States.

50 M. **Fitchburg** (*Johnsonia*, from $ 2½; *Fitchburg Ho., American Ho.*, $ 2-2½), a busy industrial city on the *Nashua River*, with (1900) 31,531 inhab., the junction of lines to Worcester (p. 81) and South Framingham (p. 82). In the centre of the town are a large *Soldiers' Monument* and the *Walker Free Library*, with its art-collections. The *Calvinistic Congregational Church* contains some fine stained-glass windows, by Fred. Wilson and Tiffany (1903).

The train now begins to ascend. To the right runs the Nashua. From (53 M.) *Wachusett* coaches run to the S. to (6 M.) **Mt. Wachusett** (2108 ft.; *Summit Ho.*, $ 2-2½; *View), which may also be reached from *Princeton* (*Wachusett Ho., $ 2-3), on the Worcester line (see p. 172). At (60 M.) *South Ashburnham* the Cheshire branch diverges to the right (N.) from the main line (which goes on to the Berkshire Hills and Troy, N. Y.; see p. 172). — At (68 M.) *Winchendon* diverges the Monadnock branch to *Jaffrey* (The Ark, $ 2-2½) and (10 M.) *Peterboro* (Tucker's Tavern, $ 2-2½).

From Peterboro a stage (75 c.) runs to (6 M.) the lovely summer-resort of **Dublin** (*The Leffingwell*, $ 3-4; *Leffingwell Inn*, $ 3), situated on a beautiful lake near the N.W. base of Mt. Monadnock. It is also reached via *Harrisville*, on the Boston & Maine R. R.

The train now enters *New Hampshire*. 77 M. *Fitzwilliam* (1200 ft.; Fitzwilliam Tavern, $ 2), one of the starting-points for an ascent of (5 M.) Mt. Monadnock (see below). From (82 M.) *Troy* a coach (fare 50 c.) runs to (5 M.) the *Mountain House* ($ 2-2½), about halfway up **Monadnock Mt.** (3186 ft.; *View), one of the finest mountains in New England. — 92 M. *Keene* (Cheshire Ho., $ 2½-3; City, $ 2), a beautiful little city with 9165 inhab., the attractive Horatian Park (1080 ft.), and manufactures of wooden ware and furniture. — Beyond (104 M.) *Westmoreland* the train begins to descend into the valley of the *Connecticut*. 110 M. *Walpole* (Walpole Inn, $ 3-3½; Dinsmore, $ 2), a charming summer-resort on the Connecticut. We now cross the river to —

114 M. **Bellows Falls** (280 ft.; *Windham, Rockingham*, $ 2-2½; *Rail. Restaurant*), in *Vermont*, a picturesque summer-resort. The wooded *Mt. Kilburn*, on the New Hampshire bank, affords a fine view of the village and the rapids (fall of 40 ft.). At Bellows Falls we intersect the *Connecticut River Division of the B. & M. R. R.* (see p. 183) and pass on to the tracks of the *Rutland R. R.*, which crosses the **Green Mts.** (comp. p. 153), affording beautiful views.

At first we now traverse the pretty valley of the *Williams River*, passing (128 M.) *Chester* (570 ft.) and other small summer-resorts. We then pass into the attractive valley of the *Black River* and soon begin to ascend the E. slope of the *Green Mts.* (comp. p. 153). Near (137 M.) *Cavendish* (910 ft.) are quarries of serpentine (no longer worked) and a wild ravine of the Black River, with interesting pot-holes (6 inches to 10 ft. in diameter). 144 M. *Ludlow* (1080 ft.; Echo Lake, Ludlow, Riverside, $ 2) is an attractive summer-resort. — From (148 M.) *Summit* (1525 ft.) we descend rapidly to —

167 M. **Rutland** (560 ft.; *Berwick Ho.*, $ 2-4; *Bardwell Ho.*, $ 2), a town in the *Otter* valley, with 11,499 inhab., chiefly engaged in quarrying and cutting the marble (see below), and in the Howe Scale Works. It is the junction of the branch to *White Creek* (for Albany) and *Chatham* and of the *D. & H. R. R.* (to Saratoga, etc.).

Excursions may be made from Rutland to (7 M.) *Clarendon Springs* (Hotel, $ 2½; coach); to (10 M.) *Killington Peak* (4240 ft.; Hotel near the top, $ 2½; *View), one of the highest of the Green Mts.; to *Mt. Ida*, etc. — Vermont produces three-fourths of the marble quarried in the United States, and Rutland is the centre of the industry, which employs many thousand men. The *Sutherland Falls Quarry*, at *Proctor* (see below), is probably the largest single quarry in the world. The marble of Vermont is said to be whiter and more durable than that of Carrara.

172 M. *Proctor* (see above). In a gorge near (176 M.) *Pittsford* (350 ft.) is a curious ice-cave, where thick ice may be found at midsummer (guide necessary). — 183 M. *Brandon* (300 ft.), with marble quarries, rich deposits of bog-iron, and mines of kaoline, used here in making mineral paint. Stages run hence to (8 M.) the pretty *Lake Dunmore* (Lake Dunmore Ho., $ 3-4; Mountain Spring Hotel, $ 3), surrounded by mountains. Near this lake is the equally attractive *Silver Lake* (hotel). Another favourite drive is to *Sudbury* (Hyde Park Manor, $ 2½), 8 M. to the W. — From (189 M.) *Leicester Junction* (350 ft.) a branch-line runs to (17 M.) *Ticonderoga* (p. 230). — 200 M. *Middlebury* (340 ft.; Addison Ho., $ 2-3), the seat of a college, is a good centre for excursions to (11 M.) *Bread Loaf Inn* (1525 ft.; $ 3-4), *Snake Mt.* (1310 ft.; *View), and other points among the Green Mts. *Mt. Lincoln* (4100 ft.) and *Bread Loaf* (3900 ft.), both commanding fine views, are easily ascended from the Bread Loaf Inn. — We descend along the *Otter Creek* to (203 M.) *New Haven Junction* (for a short line to *Bristol*) and (213 M.) *Vergennes* (190 ft.; Stevens Ho., $ 2-2½), 8 M. from Lake Champlain, of which we obtain views, backed by the Adirondacks (R. 25), to the left. 227 M. *Shelburne*, with the handsome house, grounds, and model farms of Dr. W. Seward Webb (to the left, on the lake).

234 M. **Burlington** (110 ft.; *Van Ness Ho.*, $ 2-3; *Burlington*, $ 2), beautifully situated on a hill rising from the E. shore of *Lake Champlain* (p. 231), is the chief city of Vermont and one of the largest lumber-marts in America, the lumber coming chiefly from Canada. Pop. (1900) 18,640. Near the public square in the centre of the town, which is well built and laid out, are the *Post Office*, the *City Hall*, the *Court House*, and the *Young Men's Christian Association*. The *Masonic Temple*, at the corner of Church and Pearl Sts., and the *Fletcher Free Library* are also noteworthy. The *Roman Catholic Cathedral* and *St. Paul's Episcopal Church* are conspicuous among the churches.

The University of Vermont, on a hill 365 ft. above the lake, is attended by 550-600 students.

The handsomest of its buildings is the *Billings Library*, designed by H. H. Richardson, and containing a fine collection of books in the

Scandinavian languages. The University Tower commands a magnificent *View (best at sunset) of the city, Lake Champlain (with *Juniper Island* opposite Burlington), the Adirondacks (incl. Mt. Marcy and Whiteface), and the Green Mts. (to the E.; Mt. Mansfield, Camel's Hump, etc.). In the University Park is a *Statue of Lafayette*, by J. Q. A. Ward.

Col. Ethan Allen (see p. 230; monument) is buried in *Green Mt. Cemetery; Lake View Cemetery*, to the N.W., is also worth visiting.

Pleasant walks and drives may be taken along the *Winooski*, to *Red Rocks*, to *Shelburne Point*, *Mallett's Bay* (6 M.), etc., and longer excursions to *Mt. Mansfield* (p. 153), *Camel's Hump* (p. 154), and other Green Mt. peaks. Steamers on Lake Champlain to *Port Kent* (Ausable Chasm), *Plattsburg*, etc., see R. 27.

From Burlington to Essex Junction, 8 M., *Central Vermont Railway* in 25 min. (fare 25 c.). The line runs to the N.E., passing the picturesque gorge and falls of the *Winooski*, and at (8 M.) *Essex Junction* (p. 154) joins the trunk line of the Central Vermont Railway (see R. 15 b). Views of the Green Mts. to the right and peeps of Lake Champlain and the Adirondacks on the left.

To the N. of Burlington, the line becomes unusually interesting, crossing as it does the beautiful islands in Lake Champlain. For about 6 M. it skirts Lake Champlain, affording fine views, including Plattsburg (p. 185), across the water, 10 M. away, and the Hotel Champlain (p. 231). It then leaves the mainland and crosses the lake to the island of **South Hero** (p. 231), over a stone embankment with a foundation of sunken rocks, 3½ M. long, and just wide enough for the single track, giving the impression that the train is gliding over the surface of the water. — 247 M. *South Hero* (Iodine Springs Ho., $ 2-3), a small watering-place. Few buildings are visible from the line. — 251 M. *Grand Isle* (Island Villa, 3½ M. from the station, $ 2½-4), also on South Hero, in the midst of a favourite camping and fishing region. — The railway now leaves South Hero and runs across another causeway (¾ M. long) to **North Hero Island** (p. 231). 259 M. *North Hero* (Irving Ho., $ 2). — Beyond this point the railway returns by a third embankment to the mainland, which it reaches at the peninsula named *Alburgh Tongue*. — 265 M. *Isle La Motte* is the station for the island of that name, one of the loveliest of the Champlain group, and is connected with it by an old bridge. It has numerous picturesque camps along its shore, and the Church and Shrine of St. Anne attract many pilgrims and visitors. — From this point the line runs due N., skirting the lake shore, to (271 M.) *Alburgh*, where hand-baggage is examined by the Canadian customhouse officers.

From Alburgh to Ogdensburg, 122 M. railway in 4½-5 hrs. — At (4 M.) *Rouse's Point* (p. 185) we intersect the Central Vermont Railway. — 9 M. *Champlain*, one of the oldest villages in New York State. — At (14 M.) *Mooers Junction* our line is crossed by the Delaware and Hudson R. R. (p. 183). — 49 M. *Chateaugay* (p. 211), one of the gateways to the Adirondacks. — 60 M. **Malone Junction**, at the intersection of the Adirondack and St. Lawrence Division of the N. Y. Central and Hudson River R. R. A mile farther on is *Malone* (p. 224). — 75 M. **Moira** (p. 224), where the N. Y. and Ottawa R R. crosses our line. — 81 M. *Lawrence*, the centre of one of the largest dairy districts of New York State. — 97 M. *Norwood* (p. 234), the junction of the Rome, Watertown, and Ogdensburg Division of the N. Y. C. R. R. — 122 M. **Ogdensburg**, see p. 256.

Beyond Alburgh the railway soon enters Canada, running to the N. along the E. bank of the *Richelieu* (p. 185). 277 M. *Noyan* is the junction of the Canada & Atlantic Railway to Ottawa (see *Baedeker's Canada*). 281. M. *Clarenceville.* At (299 M.) *Iberville*, the junction of a line to Quebec, we cross the Richelieu to (300 M.) *St. John's*, where we join the Canadian Pacific Railway. Hence to — 330 M. *Montreal* (Windsor Station), see *Baedeker's Canada.*

b. Viâ Lowell and Concord.

335 M. Boston & Maine Railroad (*Concord Division*) to (144 M.) *White River Junction* in 4¼-4¾ hrs.; Central Vermont Railroad thence to (164 M.) *St. John's* in 5-6 hrs.; and Grand Trunk Railway thence to (27 M.) *Montreal* in ¾-1 hr. (through-fare $ 9; parlor-car $ 1½; sleeper $ 2).

Boston, see p. 94. The train starts from the *North Union Station* (Causeway St.; p. 94), crosses the *Charles* and the Fitchburg division (p. 146), and runs to the N.W. through *Somerville* and *Medford*. At the latter is *Tufts College*, a Universalist institution with 950 students (including the Medical and Dental Schools in Boston) and the interesting Barnum Museum of Natural History (with the stuffed skin of the elephant 'Jumbo'). To the right lie the picturesque **Middlesex Fells* (p. 126), to the left the *Mystic Lakes*. 8 M. *Winchester*, with a State Aviary (Mongolian pheasants). 10 M. *Woburn*, an industrial town with (1900) 14,254 inhab., a fine public library (by H. H. Richardson), and the residences of many Bostonians, was the birthplace of Count Rumford (1753-1814). — At (15 M.) *Wilmington* the branch to Lawrence (p. 127) diverges to the right. Beyond (22 M.) *North Billerica* we cross the *Concord River*.

26 M. **Lowell** (*St. Charles*, $ 3; *Richardson's*, $ 3; *Merrimac Ho.*, *American Ho.*, $ 2-2½), at the confluence of the *Concord* and *Merrimac*, is the fourth city of Massachusetts (pop. 94,969) and one of the most important industrial cities in the United States. In 1900 its huge mills and factories, run mainly by the water-power furnished by the Pawtucket Falls on the Merrimac (32 ft.; seen from the bridge), employed 31,000 hands and produced goods (woollen cloth, carpeting, etc.) to the value of $ 44,750,000 (8,950,000 *l.*). Dickens gives a graphic description of Lowell in his 'American Notes' (chap. 4), but many of its features have changed since his day, and the mill operatives are now mainly French Canadians, while the names over the shops and the talk heard in the street are also mostly French. The centre of the city is Monument Square, with the *City Hall*, *Memorial Hall*, a *War Monument*, and a *Statue of Victory* after Rauch.

Beyond Lowell the line follows the Merrimac (seats to the right), and beyond (33 M.) *Tyngsboro* (*View) it enters *New Hampshire*. — 39 M. **Nashua** (*Tremont*, $ 2-2½; *Laton Ho.*, $ 2; *Rail. Restaurant*), a pleasant town of 23,898 inhab., at the confluence of the Merrimac and the *Nashua*, with manufactures of iron, cotton,

carpets, etc. The Roman Catholic church of *St. Francis Xavier*, erected in 1893, is, perhaps, the finest in the state.

From Nashua to Keene, 56 M., railway in 2-2½ hrs. (fare $ 1.65). Stages run from (9 M.) *Amherst* (birthplace of Horace Greeley, p. 36) to *Ponemah Springs* (hotel) and from (12 M.) *Milford* to *Mount Vernon*, a summer-resort on the *Quohquinapassakessanannaquog River*. 16 M. *Wilton*; 27 M. *Greenfield*. At (32 M.) *Elmwood Junction* we cross a branch from Peterboro (p. 148) to Contoocook and Concord (see below). — 35 M. *Hancock*, named after John Hancock, first signer of the Declaration of Independence, one of the early owners. — Coaches run from (43 M.) *Harrisville* to Dublin (p. 148). — 56 M. *Keene*, see p. 148.

The train now runs to the N. through the pretty valley of the Merrimac. — 56 M. **Manchester** *(New Manchester Ho.*, $ 2½-3½; *Windsor*, $ 2; *Oxford*, $ 2; *Rail. Restaurant)*, the largest city in New Hampshire (56,987 inhab.), with manufactures of cotton goods and prints (value in 1900, $ 26,000,000). Its water-power is furnished by the *Amoskeag Falls*, on the Merrimac. Good view of mills to the left.

About 4 M. to the E. of Manchester lies the island-studded *Lake Massabesec* (fishing), 4 M. long and 30 M. in circumference.

From Manchester to Henniker, 26 M., railway in 1¼ hr. (fare 74 c.). From (16 M.) *Parker*, on this railway, a short branch-line runs to (6 M.) *New Boston* (The Tavern), a favourite resort for driving and sleighing parties from Lowell, Manchester, Nashua, and Concord, and also frequented by more permanent guests. At (26 M.) *Henniker* we join the above-mentioned line from Elmwood Junction to Contoocook.

At (65 M.) *Hooksett* and other points we cross and recross the Merrimac. To the W. is *Pinnacle Mt.* (view).

74 M. **Concord** (250 ft.; *Eagle*, $ 2½-4½; *Commercial House*, $ 1½-2; *Rail. Restaurant*), the capital of New Hampshire, with 19,632 inhab., is a pleasant tree-shaded city on the W. bank of the Merrimac, with carriage-works and quarries of fine granite. Among the chief buildings are the *State Capitol*, the *State Library*, the *City Hall*, and the *Insane Asylum*. Count Rumford (p. 151) lived here for some years. About 2 M. to the W. is *St. Paul's*, a well-known boys' school, with about a dozen separate buildings.

From Concord to Claremont Junction, 57 M., railway in 2-2½ hrs. (fare $ 1.70). — 12 M. *Contoocook*, see above. — From (28 M.) *Bradford* coaches run to (5 M.) *Bradford Mineral Springs* (Bradford Spring Ho., New Bradford Ho., $ 2). — 35 M. *Lake Sunapee Station* lies at the S. end of Lake Sunapee (110 ft.), a pretty, hill-girt sheet of water, 9 M. long and 1-3 M. wide, on which small steamers ply. The chief resorts on the lake are *Burkehaven* (The Burkehaven, $ 1½-2), *Blodgett's Landing* (the scene of an annual Camp of Spiritualists), and *Sunapee* (Ben Mere Inn, $ 2½-3; Sunapee Harbor Ho., $ 2). There is a U. S. Fish Hatchery on *Pike Brook*, *Soo-Nipi Park*. At *The Fells*, on the E. bank, is the summer-home of Col. John Hay, the author and statesman. — About 3 M. from (43 M.) *Newport* is the *Blue Mountain Forest Park*, a huge game preserve formed by the late Mr. Austin Corbin, covering 25,000 acres and enclosed by a wire fence 24 M. long. Its denizens include buffaloes, elks, moose, and wild boars (from Germany). Visitors are allowed to drive through the park. — 55 M. *Claremont*. — 57 M. *Claremont Junction* (see p. 183).

At Concord our present route diverges to the left from the main line, which runs viâ *Lake Winnipesaukee* and *Plymouth* to *Wells River* (see p. 156). As we cross the *Contoocook*, near (81 M.)

Penacook, we see on *Duston's Island*, to the right, a colossal *Statue of Mrs. Hannah Duston* of Haverhill, who here killed 10 or 12 of her Indian captors and made her escape. — *Daniel Webster* (1782-1852) was born 2 M. to the S.W. of (93 M.) *Franklin*. From this station a branch-line runs to (13 M.) *Bristol*, whence stages ply to (5 M.) *Newfound Lake* (600 ft.), a favourite summer resort with several small hotels and boarding-houses. — Our line bends to the left (W.), soon passing *Webster Lake* (right) and *Highland Lake*. From (105 M.) *Potter Place* we may ascend *Mt. Kearsarge* (2943 ft.; not to be confounded with Mt. Kearsarge in the White Mts., p. 164), which commands an admirable view (road for 4 M., then short bridle-path). Beyond (126 M.) *Canaan* (955 ft.), to the left, lies *Mascoma Lake*, with a Shaker village on its S. bank. Beyond (139 M.) *West Lebanon* we cross the *Connecticut* and reach —

144 M. **White River Junction** (365 ft.; *Rail. Restaurant; Junction Ho.*, $2-2\frac{1}{2}$), where we cross the Passumpsic Division of the Boston & Maine R. R. and join the Central Vermont R. R.

From White River Junction to *New York* and to *Quebec*, see p. 183. — A branch-line, crossing (10 M.) *Queechy Gulf*, a narrow gorge 100 ft. deep, runs to (14 M.) *Woodstock* (Woodstock Inn, well spoken of, open all the year round), the birthplace of *Hiram Powers* (1805-73), the sculptor, and *Geo. P. Marsh* (1801-82), the diplomatist and Norse scholar. It is a favourite resort in autumn (fine drives, etc.) and is also visited in winter.

Our line ascends through the picturesque **Valley of the White River*, which flows down through the *Green Mts.* Beyond (153 M.) *West Hartford* we cross the river (*View). 158 M. *Sharon* (500 ft.), the birthplace of *Joseph Smith* (p. 539), founder of Mormonism. At (177 M.) *Randolph* (680 ft.; Maplewood) the scenery becomes wilder and the higher summits of the Green Mts. come into sight. At (192 M.) *Roxbury* (1015 ft.) we cross the watershed and begin the descent to Lake Champlain. On a hill to the right, at (199 M.) *Northfield*, is *Norwich University*, a military college.

209 M. *Montpelier Junction*, whence a short branch-line runs to (3 M.) **Montpelier** (520 ft.; *Pavilion*, $2-3$), the capital of Vermont, on the *Winooski*, with 6500 inhab. and a handsome *State House*, surmounted by a dome 124 ft. high. In the portico is a *Statue of Ethan Allen* (1737-89; p. 230). In the building of the Y. M. C. A. is the *Montpelier Art Gallery*, chiefly consisting of paintings (original and copied) by Thomas W. Wood. The *State Library* is a tasteful building. — Near (214 M.) *Middlesex* (535 ft.) the Winooski passes through the *Middlesex Narrows*, a rocky gorge $\frac{1}{4}$ M. long, 60 ft. deep, and 30 ft. wide. — 219 M. *Waterbury* (430 ft.; Waterbury Ho., $2) is a good centre for excursions.

An electric railway runs from Waterbury to the N. to (10 M.) **Stowe** (Green Mt. Inn, $2), a favourite summer-resort amid the Green Mts. **Mt. Mansfield** (4364 ft.; Summit Ho., $2), the highest of the Green Mts., is ascended hence by a good road (9 M.) and affords a splendid *View. It has three distinct peaks, the *Forehead*, *Nose*, and *Chin*, of which the last is the highest. The road ends at the base of the Nose (Summit Ho., $2-3), whence a path ascends to the Chin ($\frac{3}{4}$-1 hr.). The view from the

Nose is, however, almost as good, including the White Mts., Lake Champlain, and the distant Adirondacks. Mt. Mansfeld may also be ascended by a road on the N. side, leading from *Jeffersonville* through the *Smuggler's Notch*, or on the W. side from *Underhill* (see below). — Excursions may also be made from Stowe to *Moss Glen Falls*, *Camel's Hump* (see below), etc.

Camel's Hump (4090 ft.) is now seen to the S.W. (left) and may be reached from (223 M.) *North Duxbury* (road 3 M., path 3 M.). To the N. (right) we see the *Bolton Falls*. Beyond (237 M.) *Williston* we enjoy a retrospect of Mt. Mansfield and Camel's Hump. From (241 M.) *Essex Junction* (Railway Restaurant) branch-lines runs to (8 M.) *Burlington* (see p. 150) and to (11 M.) *Underhill* (see above) and (25 M.) *Cambridge Junction*.

266 M. **St. Albans** (400 ft.; *American Ho.*, $ 2-3; *Rail. Restaurant*), a pleasant village with 6239 inhab., finely situated on rising ground, 2½ M. from Lake Champlain. It contains the car-shops of the Central Vermont R. R. and is an important market for butter and cheese. The elm-shaded square in the centre of the village is embellished with a handsome electrically illuminated fountain.

Aldis Hill (500 ft.), ¾ M. to the N.E. of St. Albans, and *Bellevue Hill* (1300 ft.), 2 M. to the S.E., command views of the Green Mts., Adirondacks, and Lake Champlain (afternoon-light best). — *St. Albans Bay* (Lake View Ho., St. Albans Point Ho., $ 2) affords good bass and pike fishing.

From St. Albans to Richford, 28 M., railway in 1¼-2¼ hrs., along the *Missisquoi River*. — 10 M. **Sheldon Springs** (*Riverside*, $ 2; *Portland*, 1½ M. from Sheldon station, $ 1½), with alkaline and mineral springs used for cutaneous diseases, dyspepsia, and liver complaints. The Missisquoi forms rapids here. — 28 M. *Richford* (American Ho., $ 2), see p. 157.

From (272 M.) *Swanton Junction* a branch-line runs to (20 M.) *Alburgh* and (24 M.) *Rouse's Point* (see p. 150). 278 M. *Highgate Springs* (Franklin Ho., $ 2½-3), near Missisquoi Bay (muskalonge, black bass, pickerel; duck-shooting), with alkaline springs. A little farther on the train passes into *Canada* (Province of Quebec). Beyond (290 M.) *Stanbridge* we see the *Rougemont* and *Beloeil* to the right, rising in isolation from a flat plain. Crossing the *Richelieu* at (308 M.) *St. John's*, we join the Grand Trunk Railway. Hence to —

335 M. *Montreal* (Bonaventure Station), see *Baedeker's Canada*.

c. Viâ Concord, Plymouth, Wells River, and Newport.

343 M. Boston & Maine Railroad to (245 M.) *Newport* in 7¼-8¼ hrs.; Canadian Pacific Railway thence to (108 M.) *Montreal* in 3½-4½ hrs. (fares as above). — This route runs viâ *Lake Winnipesaukee* (see below) and also forms one of the approaches to the *White Mts.* (p. 158; views to the right).

From Boston to (74 M.) *Concord*, see R. 15b. Our present line crosses the *Merrimac* and runs towards the N. About 4 M. from (84 M.) *Canterbury* is a large Shaker village. To the left rises *Mt. Kearsarge* (p. 153). On the hill above (93 M.) *Tilton* is a *Memorial Arch* (55 ft. high), erected in honour of the Tilton family. Beyond Tilton, where we leave the Merrimac, we cross and recross the *Winnipesaukee River* and skirt *Lake Winnisquam*. Ahead (left) rise the *Sandwich Mts.* and the *Franconian Mts.* 102 M. *Laconia* (Eagle,

$ 2-2½). — 104 M. *Lakeport* (Mt. Belknap Ho., $ 2), at the extremity of *Long Bay*, an inlet of Lake Winnipesaukee, is the junction of a branch-line to (17 M.) *Alton Bay* (see below), at the S. end of Lake Winnipesaukee.

***Lake Winnipesaukee** or **Winnipiseogee** (470 ft.; 'Smile of the Great Spirit' or 'Beautiful Water in a High Place'), the largest lake in New Hampshire, is an irregularly shaped sheet of water, 25 M. long and 1-7 M. wide, surrounded by picturesque hills and dotted with innumerable islands. Its waters (10-300 ft. deep) are singularly clear and are well stocked with fish. The villages on the shores of the lake are favourite summer-resorts, and are centres for numerous charming excursions. Small steamers traverse the lake (see below), which is generally reached either at *Alton Bay*, *Weirs*, or *Wolfeborough* (see below).

Alton Bay (*Winnipesaukee House*, $ 2-2½) lies at the end of the narrow fjord, 5 M. long, forming the S. extremity of the lake. Among the excursions made from this point is the ascent of *Belknap Mt.* (2260 ft.; *View; afternoon-light best), 12 M. to the N.W. (carriage-fare there and back $ 1½). Nearer points of view are *Mt Major*, *Prospect Hill*, and *Sheep Mt. Merry Meeting Lake* lies 3 M. to the E. Besides the above-mentioned route, Alton Bay is reached viâ Lawrence and Dover (see p. 127).

From Alton Bay a small steamer plies to (9 M.) **Wolfeborough** (*Hobbs Is Inn*, $ 2-3; *Sheridan*, $ 2; many boarding-houses), the largest village on the lake (2390 inhab.), pleasantly situated on the E. bank. The favourite excursion is to *Copple Crown Mt.* (2100 ft.), 6½ M. to the S.E. (carriage, $ 1½ each), the *View from which includes Mts. Ossipee and Chocorua to the N. (with Mt. Washington in the distance on a clear day) and extends to the ocean on the S.E. *Tumble Down Dick*, to the N. of Copple Crown, also affords a good view. Wolfeborough may also be reached viâ Salem, Portsmouth, and Sanbornville (see p. 157).

From Wolfeborough steamers run across the lake to (14 M.) *Weirs* (comp. below; 80c.) and up the lake to (17 M.) *Centre Harbor* (80 c.), both routes affording beautiful views, including Mt. Washington.

Weirs (**New Weirs*, $ 3-5; *Lakeside*, *Winnecoette*, $ 2-3), on the W. side of the lake, is a popular summer camping-ground of various ecclesiastical and other bodies. It is a station on the B. & M. R. R. (see below), and steamers run to *Lakeport* (see above).

Centre Harbor (600 ft.; *Senter Ho.*, with good lawn-tennis courts, $ 2½-3; *Moulton*, $ 2-2½; boarding-houses), at the N.W. extremity of the lake, is, perhaps, the pleasantest point to sojourn. About 4 M. to the N.E. (carr. to the foot, path to the top 1½ M.) rises *Red Hill* (2038 ft.), commanding a splendid *View, with the Sandwich Mts. (Chocorua, etc.) to the N. and N.E. To the W. of Red Hill, about 3 M. from Centre Harbor, lies ***Squam Lake**, a smaller edition of Lake Winnipesaukee (*Asquam Ho.*, on Shepard Hill, on the W. bank). *Centre Harbor Hill* (1 M.) is a good point of view. Drives may be taken '*Round the Ring*', to *Ossipee Park*, to *Plymouth* (see below), etc. — Coaches run from Centre Harbor to (18 M.) *West Ossipee*, whence ***Mt. Chocórua** (3508 ft.; *View), one of the most finely shaped mountains in New England, may be ascended viâ *Tamworth*.

From Lakeport (see above) the train runs to the N. along the bays on the W. side of Lake Winnipesaukee. 109 M. *Weirs* (see above); 112 M. *Meredith*, 5 M. from *Centre Harbor* (see above). To the right is *Lake Waukewan*. We now turn away from Lake Winnipesaukee. 121 M. *Ashland*. At (123 M.) *Bridgewater* we cross the *Pemigewasset* (g soft; 'place of crooked pines').

126 M. **Plymouth** (**Pemigewasset Ho.*, $ 3-4, meal-station), in the beautiful valley of the Pemigewasset, 7 M. to the W. of Squam Lake (see above). A good view is obtained from *Walker's Hill*, close

to the village; and ***Mt. Prospect** (2070 ft.), 4 M. to the N.E., commands a splendid panorama of the Franconia Mts. (N.), Sandwich Mts., and Lake Winnipesaukee. Plymouth is known for its buckskin gloves, and contains the old court-house where Daniel Webster made his first plea. Nathaniel Hawthorne died at the Pemigewasset House in 1864.

From Plymouth to Lincoln, 22 M., railway in 1 hr. This line ascends the *Valley of the Pemigewasset and leads to the heart of the *Franconia Mts.* (see p. 166). Fine views. — From (8 M.) *Campton Village* a stage runs to (12 M.) *Waterville* (Elliot's Hotel, $ 2½), situated in a high valley and an excellent centre for climbers. — 21 M. **North Woodstock** (**Deer Park Hotel*, $ 3½; *Fair View*, $ 2) is finely situated at the S. end of the **Franconia Notch*, 10 M. from the *Profile House* (see p. 167; stage). Among the adjacent points of interest are the picturesque **Lost River*, *Mirror Lake*, *Bell's Cascades*, and the *Mummies* (specimens of erosion). — 22 M. *Lincoln*.

Our train now ascends the valley of the *Baker River*. Small stations. 145 M. *Warren* (Moosilauke Ho., $ 2) is the starting-point of the stage to the (10 M.) top of ***Mt. Moosilauke** ('bald place'; 4810 ft.), which has been conspicuous to the right for some time (*Tip-Top Ho.*, at the top, $ 3; *The Moosilauke*, at the base, $ 3). Fine *View of the White Mts., the Franconia Mts., and the Connecticut Valley. — Near (150 M.) *Warren Summit* (1060 ft.), the highest point on the line (path to the top of Mt. Moosilauke, 5 M.), we pass through a deep rock-cutting. At (168 M.) *Woodsville*, at the mouth of the *Ammonoosuc* (p. 164), we cross the *Connecticut* to —

169 M. **Wells River** (*Rail. Restaurant*), where our line joins the Connecticut & Passumpsic Division of the Boston and Maine Railroad. Wells River is also the junction of lines to the *White Mts.* and *Montpelier* (see below).

From Wells River to Groveton, 53 M., railway in 2¼-3 hrs. (fare $ 1.89). This line runs into the heart of the White Mts. (see R. 16) and forms part of one of the regular through-routes from New York and Boston (comp. p. 158). The White Mt. expresses from the latter city do not cross the river at Wells River. — The train ascends along the *Ammonoosuc*. 5 M. *Bath;* 10 M. *Lisbon;* 12 M. *Sugar Hill* (village, see p. 168); 21 M. *Littleton* (Thayer's, The Maples, $ 2-3; Chiswick Inn, $ 2), a pleasant resort, from which stages run to (6 M.) *Franconia* (p. 168). — 27 M. *Wing Road* is the junction of the line to (4 M.) *Bethlehem Junction*, (8 M.) *Twin Mt. House*, (12 M.) *White Mt. House*, and (13 M.) *Fabyan* (comp. p. 165). [From Bethlehem Junction branch-lines run to (2 M.) *Maplewood* and (3½ M.) *Bethlehem*, and to (10 M.) the *Profile House;* see p. 167.] — 31 M. *Whitefield* (p. 146), the junction of a line to Jefferson, Gorham, and Berlin (see p. 143); 43 M. *Lancaster* (see p. 145). — 53 M. *Groveton*, see p. 143.

From Wells River to Montpelier, 38 M., railway in 1¼-2¼ hrs. — 23 M. *Marshfield* (1140 ft.). — 39 M. *Montpelier*, see p. 153.

Beyond (181 M.) *Barnet* we leave the valley of the Connecticut, which bends to the N.E., and ascend along the *Passumpsic*, which we cross 25 times in 24 M. — 190 M. **St. Johnsbury** (700 ft.; *Avenue Ho.*, $ 2-3), a busy little town of 7010 inhab., with the *Fairbanks Scales Works*, a *Soldiers' Monument*, a *Museum of Natural Science*, and an *Art Gallery*. It is the junction of lines to (23 M.) *Lunenburg* (p. 146) and (11 M.) *Danville*, (95 M.) *Swanton* (p. 154), and (97 M.) *Maquam*, on Lake Champlain. — 199 M. *Lyndonville* (Union

Ho., $ 2), with the *Great Falls of the Passumpsic*. About 7 M. to the N.E. of (208 M.) *West Burke* lies the pretty *Willoughby Lake* (1200 ft.), between *Mt. Pisgah* or *Annanance* (2500 ft.) and *Mt. Hor* (1500 ft.). At (213 M.) *Summit Station* (1050 ft.) we cross the watershed between the Connecticut and the St. Lawrence.

235 M. **Newport** (700 ft.; **Memphremagog Ho.*, $ 2-3; *The Palace*, $ 1-1½), a village with 3113 inhab., is prettily situated at the head (S. end) of *Lake Memphremagog* and is a good centre for excursions. Good view of the lake from *Pine Hill*. *Jay Peak* (4018 ft.), 12 M. to the W., commands a wide prospect.

Lake Memphremagog ('beautiful water'; 470 ft.), a lovely sheet of water, 30 M. long and 2-4 M. wide, lies one-fifth in Vermont and four-fifths in Canada. It is enclosed by rocky shores and wooded hills, and its waters abound in lake-trout (*salmo confinis*), pickerel, perch, and bass.

A small steamer plies daily between Newport (see above) and *Magog*, at the N. end of the lake (there and back about 6-7 hrs.). Passing *Indian Point* and the *Twin Sisters*, we cross the Canadian line near *Province Island*. On the W. (left) shore we stop at (12 M.) the *Owl's Head Hotel* ($ 2-3), at the foot of the prominent **Owl's Head** (3270 ft.), which is ascended hence in 2-2½ hrs. The View includes, on a clear day, Montreal and the Green, White, and Adirondack Mts. Farther on the steamer passes *Long Island* and calls at some small landings. On the E. shore are the country-houses of several wealthy Montrealers, and on the W. rises *Mt. Elephantus* (Revere Ho.). *Georgeville* (Lake Hall), on the E. bank, 20 M. from Newport, is a quiet and inexpensive watering-place. — **Magog** (*Park House*), at the N. end of the lake, at its outlet through the *Magog River*, is a good fishing-station and is connected by railway (C. P. R.) with (19 M.) *Sherbrooke* (p. 144). *Mt. Orford*, 5 M. to the W., affords a good view of the Canadian pine-forests to the N. and W.

From Newport our line runs towards the N.W. to (266 M.) *Richford* (p. 154), where we cross the Canadian frontier. Hence to (343 M.) *Montreal*, see *Baedeker's Canada*.

Montreal is also reached from Newport by the Grand Trunk Railway viâ *Stanstead Junction*, *Massawippi*, *Lennoxville*, and *Sherbrooke* (comp. *Baedeker's Canada*).

d. Viâ Portsmouth and North Conway.

365 M. Boston and Maine Railroad to (140 M.) *North Conway* in 5-5½ hrs.; Maine Central Railroad thence to (50 M.) *Lunenburg* in 2½-2¾ hrs.; St. Johnsbury & Lake Champlain Railroad thence to (22 M.) *St. Johnsbury* in ¾-1 hr.; Boston and Maine Railroad thence to (45 M.) *Newport* in 1½ 2 hrs.; Canadian Pacific Railway thence to (109 M.) *Montreal* in 4-4½ hrs. (through-fare $ 10.50). Passengers for *Quebec* (fare $ 11; sleeper $ 2.50) may travel either viâ *Quebec Junction* and the *Upper Coos R. R.* (p. 145) or viâ *Sherbrooke* and the *Quebec Central R. R.* (p. 144). — This line forms the shortest and quickest approach to the White Mts. (R. 16) and is also one of the regular routes to Lake Winnipesaukee (see p. 155).

From Boston to (57 M.) *Portsmouth* and (67 M.) *Conway Junction*, see R. 9a. — Our line here diverges to the left (W.). 70 M. *South Berwick;* 71 M. *Salmon Falls* (p. 127); 74 M. *Somersworth*. — 80 M. **Rochester** (*City*, *Wrisley*, $ 2), a small manufacturing town with 8466 inhab., is the junction of lines to (29 M.) *Portland* (see p. 128) and to (18 M.) *Alton Bay*, on *Lake Winnipesaukee* (see p. 155). — 89 M. *Milton*. From (98 M.) *Sanbornville* (Rail.

Restaurant) a branch-line runs to (12 M.) *Wolfeborough*, on Lake Winnipesaukee (see p. 155). Beyond (117 M.) *Centre Ossipee* we have a view of *Lake Ossipee* to the right. — 123 M. *West Ossipee* is the railway-station for a number of small hotels in the picturesque districts of *Tamworth*, *Sandwich*, and *Wonalancet*. — To the left are seen the *Ossipee Mts.* and the *Sandwich Mts.* (p. 154), with the finely-shaped *Chocorua* as their Eastern flanksman. We pass between *Moore's Pond* (left) and *Silver Lake* (right). Near (128 M.) *Madison* is one of the largest erratic boulders (granite) known in the United States to the E. of the Rocky Mts. (75 ft. long, 40 ft. wide, 30-37 ft. deep; prob. weight 7-8000 tons). 135 M. *Conway* (Conway Ho., $2), on the *Saco River*, is a quieter centre than N. Conway for the many pleasant excursions of this region. *Mount Mt.* (p. 161) is conspicuous on the left, and *Mt. Kearsarge* (p. 161) on the right.

140 M. *North Conway*, see p. 160. From North Conway to (212 M.) *St. Johnsbury*, see R. 14b; from St. Johnsbury to —

365 M. *Montreal*, see R. 15c.

16. The White Mountains.

The chief ROUTES FROM BOSTON to the White Mts. are given at p. 154 and above. The main gateways are *North Conway* (p. 160), reached in 4½-8 hrs. (return-fares $6¼-9 acc. to route); *Bethlehem* (p. 166; 7 hrs.; $ 9-10); and *Plymouth* (p. 155; 3½ hrs.; $ 4¾-5¼).

The chief direct ROUTE FROM NEW YORK is viâ *Wells River* to *Fabyan's* or *Bethlehem* (comp. R. 20a; 10½ hrs.; return-fare $ 17), but many travellers approach viâ *Boston* and *North Conway* or *Plymouth* (comp. RR. 15c, 15d; 12 hrs.; return-fare $ 17.50). A cheaper route is by steamer to *Portland* (p. 128) and thence as in R. 14.

Travellers from MONTREAL approach viâ *Gorham* (p. 162) or *St. Johnsbury* (comp. R. 15c); from QUEBEC the popular route is viâ the Quebec Central and Maine Central railways to *Fabyan's* (comp. p. 145).

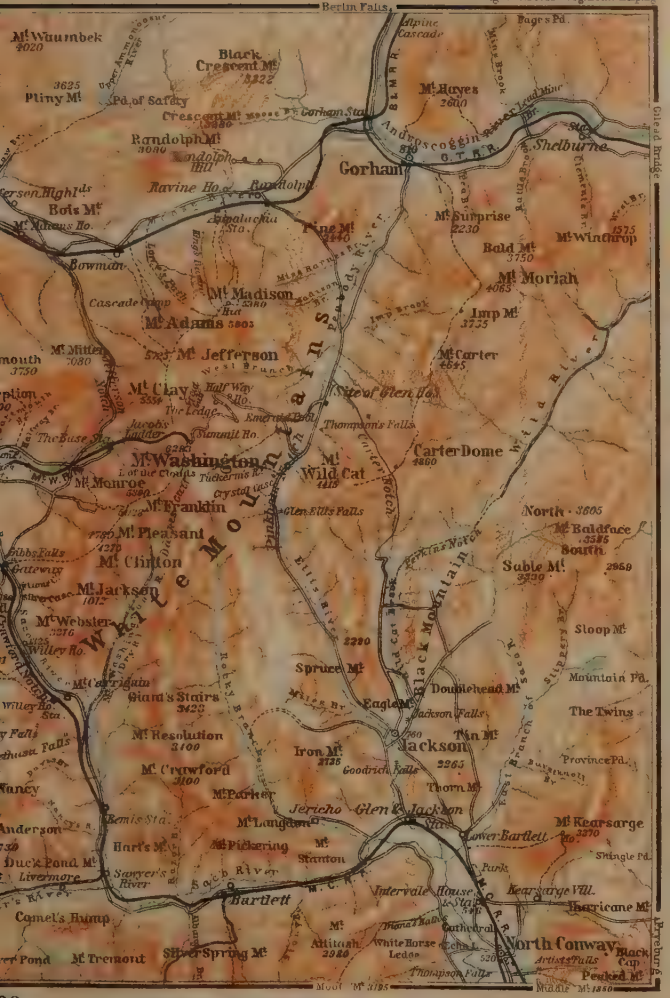
EXCURSION (*i.e.* RETURN) TICKETS at reduced fares are issued in summer and autumn in all cases, giving alternative routes in going and returning, ample 'stop-over' privileges, and a liberal allowance of time. Through-carriages are run to the principal points in the Mts., and parlor or sleeping cars are attached to all the chief trains (about $ 1½-2½ extra). The variety of combinations in which the trip is possible is too great to be detailed here, but full information, with maps, time-tables, and illustrated guidebooks, may be obtained on application from the railway-companies interested (comp. p. xxii). *Circular Tour Tickets* are also issued by Raymond & Whitcomb and Thos. Cook & Co. (p. xxvi). For the shorter excursions travellers should ask for the 'one-day excursion tickets'.

SEASON. The *White Mts.* may be comfortably visited any time from June to October inclusive, and pedestrians will find the earlier and later months preferable to the warmer and more crowded months of July and August. The colouring of the autumn leaves is an additional attraction in Sept. and October. Black flies and mosquitoes are somewhat troublesome in June. The larger hotels do not open before July.

TIME. The chief points of the White Mts., including *Mt. Washington*, the *Crawford Notch*, *Bethlehem*, and the *Profile House*, may be visited in a week or even less; but it is highly desirable to spend at least 2-4 weeks in the district. A visit to *Lake Winnipesaukee* (p. 155) may be conveniently combined with one to the White Mts.

HOTELS. The hotels vary from the large and fashionable summer

Lumber Railroad
Lunenburg
Lancaster
Riverton
Mt. Prospect
Martin Meadow Pond
Dalton Sta.
Lunenburg
Miles Stream
Miles Pond
M.C.R.R.
Dalton
Scott
Connecticut River
Cushman
Hale's Pd.
Whitefield
Whitefield Jct.
Jefferson Jct.
Hazen Pd.
Hazen Jct.
Cherry Pd.
Cherry Mt.
B. & M. R. R.
Mt. Misery
Dalton Mt.
Morse Hill
North Littleton
Burn's Pd.
Kimball Hill
Quebec Junct.
Owl's Head
3270
Palmer Hill
Mann's Hill
Forest L.
Jewell Hill
Wheeler Hill
Alder Brook
Wing Road Sta.
Carroll Sta.
Littleton
Apthorp
Beech Hill
Maplewood
Bethlehem
Twin Mountain Ho.
Lower Amm. Falls
Pierre Bridge
Bethlehem Junct.
Mt. Agassiz
Round Mt.
Fabyan Ho.
North Lisbon
Streeter Pd.
South Branch
Gale River
Franconia
The Nubble
Mt. Hale
Sugar Hill
North Twin Mt.
Profile Golf Links
Haystack Lake
South Twin Mt.
Ore Hill
Bald Mt.
Echo Lake
Eagle Cliff
Mt. Garfield
(Mt. Haystack)
Profile House
Cole Hill
Profile L.
Old Man of the Mount.
Mt. Lafayette
Mt. Guyot
Profile Mt.
(Mt. Cannon)
Cooley Hill
Easton
Mt. Lincoln
Mt. Bond
Moran Lake
Tunnel Falls
Walker Falls
Mt. Kinsman
Basin
Mt. Liberty
Black Pd.
Mt. Flume
Flume Ho.
Pemigewasset Mt.
Big Coolidge Mt.
Bog Pd.
Little Potash Mt.
Mt. Hancock
Georgianna Falls
Johnson
Gordon Pd.
Black Mt.
Franconia Mountains
Wells River
Mt. Moosilauke
North Woodstock & Plymouth
Statute Miles


Wagner & Debes Geog. Estab. Leipzig
Berlin Falls
Mt Waumbek 4020
Pine Cascade
Page's Pd.
Black Crescent Mt 3322
Pliny Mt 3625
Pd. of Safety
Crescent Mt 3380
Gorham Sta.
Mt Hayes 2600
Androscoggin R.
B. & M. R.R.
Shelburne
Randolph Mt 3040
Randolph Hill
Gorham
Ravine Ho.
Randolph
Bois Mt
Mt Adams Ho.
Jacobus Sta.
Pine Mt 2440
Mt Surprise 2230
Bald Mt 3750
Mt Winthrop 4175
Bowman
Mt Madison 5380
Mt Moriah 4063
Cascade Camp
Mt Adams 5803
Imp Mt 3735
Mt Jefferson 5714
Mt Carter 4845
Mt Clay 5564
Mt Washington 6293
Mt Wild Cat 4419
Carter Dome 4880
Mt Monroe 5390
Mt Franklin 5004
Mt Pleasant 4770
Mt Clinton 4310
Mt Jackson 4012
Mt Webster 3276
Willey Ho.
Willey Mt
Willey Sta.
Crawford Notch
Willey Brook
Saco River
White Mountains
Ellis River
Glen Ellis Falls
North Moat Mt 3605
Mt Baldface 3586
South Moat Mt 3200
Sable Mt 2959
Black Mountain
Sloop Mt
Spruce Mt
Doublehead Mt
Mountain Pd.
Eagle Mt
Jackson Falls
The Twins
Mt Resolution 3400
Iron Mt 3726
Tin Mt 2960
Jackson
2265
Province Pd.
Mt Crawford 3100
Goodrich Falls
Thorn Mt
Mt Parker
Jericho
Glen
Jackson Sta.
Mt Langdon
Mt Kearsarge 3270
Lower Bartlett
Bemis Sta.
Harts Mt
Mt Pickering
Stanton
Shingle Pd.
Duck Pond Mt
Livermore
Sawyer's River
Intervale House
Kearsarge Vill.
Bartlett
Hurricane Mt
Camel's Hump
Mt Tremont
Silver Spring Mt
Attitash 2980
White Horse Ledge
Cathedral Ledge
North Conway
Black Cap
Peckett Mt
Thompson Falls
Middle Mt 1850
Moat Mt 3785
Glover Bridge
Dover Androscoggin R.
Maine Brook
Land Mine Br.
Randolph Mt. Br.
Gorham Mt. Br.
Peabody R.
Ellis River
Saco River
Swift River
Diana's Baths
Artist's Falls
Pequawket Pd.

caravanserais down to small, unassuming, and inexpensive inns and boarding-houses. As a general rule, they are good of their kind; and a special word of praise is due to the waiting of the students (male and female) at some of the larger houses. The rates vary from $1\frac{1}{2}$ to $6 a day and from $5 to $30 a week.

Outfit. Walkers should be provided with the plain outfit suggested at p. xxv, and should be prepared for both rain and cold, especially at the higher elevations. In July and August, however, the temperature in the valleys is pretty high, and light clothing suffices. Frequent change of dress has become all too usual at the larger hotels, but those whose object is rather outdoor exercise than indoor frivolity need not yield to this custom more than they choose.

Guides are seldom found in the White Mts., as most of the main routes are easily followed. They are, however, sometimes useful for the less well-known excursions (fee $ 2-3 a day); and the pedestrian should, at any rate, refrain from visiting the less-frequented routes alone. *Tyron* and *Thaddeus D. Lowe*, of Randolph, and *Eugene Hunt*, of Jefferson, are trustworthy guides for the Great Range ($ 3-4), and *Onslow S. Smith* of Passaconaway may be recommended for the S. part of the White Mts. A good pocket compass is necessary, especially in the woods.

Carriages ('Buckboards', etc.) are easily obtained at all the chief resorts. Those hired from the hotels are expensive, but more reasonable terms may be obtained from livery-stable keepers and farmers.

The **Appalachian Mountain Club** (Tremont Building, Boston), founded in 1876 and now numbering 1600 members, has done good service in the White Mts. in making paths, setting up sign-posts, building camps, and preparing maps. It is now engaged in perfecting an organic system of main through-route footpaths, by which it will be possible to traverse nearly all the principal ranges and valleys from end to end, or to cross from one valley to another. The Club also maintains registers in copper cylinders on most of the less frequented summits for records of ascents. Its periodical, *Appalachia*, contains much valuable information. Admission-fee $ 8, annual subscription $ 4. — The best map of the White Mts. is that published by the *Scarborough Publishing Co.*, 144 Essex St., Boston (2 M. to the inch).

The White Mountains form the central portion of the Atlantic system of mountains extending from the peninsula of Gaspé to Alabama. In the ordinary use of the term, they cover an area of 1300 sq. M. in the state of New Hampshire, extending from the Androscoggin and Upper Ammonoosuc on the N. to the base of the Sandwich Range on the S. (a distance of 30 M.), and from the Maine frontier on the E. to the valley of the Connecticut on the W. (45 M.). The higher mountains rise from a plateau about 1500-1600 ft. above the sea, and attain an extreme elevation of 5-6000 ft. They are roughly divided into two main groups, the White Mts. proper to the E. and the Franconia Mts. to the W., but with numerous subordinate groups. In the original and narrowest sense the name of White Mts. is restricted to the *Great* or *Presidential Range*, extending for about 13 M. from Mt. Madison on the N.E. to Mt. Webster on the S.W. The summits of this range culminate in *Mt. Washington* (6290 ft.), the highest point to the E. of the Rockies and to the N. of N. Carolina. The great mass of the White Mts. consists of granite, overlaid by mica slate. The scenery of the White Mts. is of a very beautiful and varied nature; and though few of the summits are sharp enough to deserve the name of peaks, many

of them (such as Mt. Washington and Mt. Lafayette) are of very noble outline. They are visited annually by many thousands of summer-guests, and all the chief points are of easy access. The first white visitor is said to have been Darby Field, in 1642.

The following account notices the chief tourist centres.

a. North Conway.

North Conway (520 ft.; **Kearsarge Ho.*, $3-5; *Sunset Pavilion*, $3-3½; *Eastman*, *Randall*, $2-3; numerous boarding-houses), charmingly situated on a low terrace above the 'intervales' of the winding *Saco River* (pron. 'Sawco'), is a favourite resort with those who like to combine the softer beauties of the valley with excursions into the mountains. To the W. rises *Moat Mt.*, to the E. the *Green Hills*, and to the N.E. *Mt. Kearsarge* and *Hurricane Mt.*, while to the N. and N.W. more distant views are obtained of Mt. Washington and other lofty summits. About 1½ M. to the N. lies the pretty and sequestered little hamlet of *Intervale* (550 ft; *Intervale Ho., $3½-4½; Bellevue, $2½-3; Pendexter, $2-3; stat., p. 144); and near the foot of Mt. Kearsarge (p. 161), 1½ M. to the N.E., is *Kearsarge Village* (The Ridge, $3).

To Echo Lake and the Ledges, 2-2½ M. From the *Kearsarge Ho.* we follow the road to the N. to (7 min.) the *Sunset Pavilion*, take the road to the left here (which soon passes below the railway), and cross the (7 min.) Saco by a covered bridge. A few hundred paces farther on we cross a branch of the river. About 8 min. farther on, at another brook, the road forks, the left branch leading to Echo Lake, the right to the Devil's Den (see below). We follow the former. At the (12 min.) cross-roads we continue in a straight direction. 3 min. *Echo Lake (925 ft.), a tiny lake, finely situated at the base of a bold rocky bluff which has been prominent during most of our walk. This is the *White Horse Ledge* (so called from a patch of white rock), one of a series of so-called *Ledges* (100-900 ft.), or cliffs, in which Moat Mt. ends on this side. Following the bank of the lake towards the N. and disregarding roads leading back to the right, we reach (7 min.) a path leading through wood to the left, which ultimately crosses a fence and reaches (8 min.) a road. We follow the road in the same direction past a quarry, just beyond which are a small refreshment hut and the *Devil's Den*, under an overhanging slab of rock. We now return to the point whence we emerged from the forest-path, and follow the road to the left. At (6 min.) the highroad (white farm-house) we turn to the right. 10 min. *Bridge*, where we diverged to the left for Echo Lake (see above). [By turning to the left on regaining the highroad and following it for ¾ M., we reach a sign-post pointing to *Diana's Baths.*]

To Artists' Falls, 1¾ M. We proceed to the S. from the Kearsarge Ho., past the Maine Central R. R. Station, to (10 min.) the bridge over *Artists' Brook;* then turn to the left and follow the road, crossing another bridge, to (12 min.) the *North Conway Keeley Institute* (formerly *Artists' Falls Hotel*). A path to the right leads to (5 min.) the *Forest Glen Mineral Spring* (alkaline). To reach the falls we take the right branch of the fork opposite the spring, and in 5-6 min. more reach their side. The *Artists' Falls* are small, but pretty in wet weather.

*Ascent of Mt. Kearsarge (5-6 hrs. there and back). Going N. from the Kearsarge Ho., we take the (3 min.) second turning to the right (sign-post 'to Kearsarge Village'), cross the railway, and (5 min.) turn to the left. This road leads through *Kearsarge Village* (see above) to (1¼ M.) a small church, where we turn to the right. ⅓ M. *Farm House* (carr. to this point, 50 c. a head; horse hence to the top $2; guide, unnecessary,

$2; ascent hence in 1¾-2¼ hrs.). The path, which is steep and stony at first, comparatively easy in the middle, and steep towards the top, begins behind the farm-house, crosses fields, and enters (8 min.) the wood. 25 min. Path leading back to the right to *Prospect Ledge* (*View of Saco Valley, Moat Mt., etc.). About 10 min. farther up we pass a small spring (to the right). In 10 min. we emerge from the wood and reach the rocky ledges, and soon see a small cairn a little to our right. It is not easy to give directions from this point, but by noting the worn part of the rocks and keeping a look-out for the cairns, we reach the top in about 1 hr. more. At first we keep to the right and then swing round to the left to approach the summit from the W. The noble *View from the pyramidal **Mt. Kearsarge**, *Kiarsarge*, or *Pequawket* (3270 ft.; rfmt. hut at the top) includes the Saco Valley to the S. and W.; Mt. Chocorua and the bare ridge of Moat Mt. to the S.W.; Moosilauke (p. 156; in the distance), Mt. Hancock, Mt. Carrigain, and Mt. Lafayette, to the W. and W.N.W.; and most of the main summits of the White Mts., including a grand view of Mt. Washington, to the N.W., and the Wild-Cat and Carter Mts., with the Carter Notch between, to the N.; several lakes and ponds, including Lake Sebago, to the E. and S.E. The other Mt. Kearsarge (p. 153), 10 M. off, is seen to the left of Chocorua. The descent to Bartlett (p. 145) should not be attempted without a guide. In descending to N. Conway a little care is necessary to follow the route over the ledges. In the wood we keep mainly to the right, as nearly as possible straight down the incline.

Moat Mountain (N. peak, 3195 ft.; *View) may be ascended in 3-4 hrs., from North Conway by a path (sign-posts and cairns) beginning near (3 M.) *Diana's Baths* (see above). The path along the ridge of Moat Mt. is plain, and the descent may be made via the S. peak (2775 ft.) to the *Swift River* and *Conway Centre* (p. 160). — *Middle Mt.* (1850 ft.), another good point of view, is ascended in 1 hr. by a path beginning near the Forest Glen Mineral Spring (see above). The adjoining *Peaked Mt.* (1730 ft.; 1 hr.) is also easily ascended, while a fine road (views) leads across *Hurricane Mt.* (2110 ft.) to *Fryeburg*, in Maine.

Among the favourite DRIVES from N. Conway are those '*Around the Square*' (5 M.), the '*Dundee Drive*' (12 M.), and to *Jackson Falls* (9 M.; see below). The distance through the *White Mountain Notch* (p. 164) to the *Crawford House* (p. 163) is 26 M. — The 'Coaching Parade' held in Aug. may be mentioned.

COACHES run regularly in summer from N. Conway to (9 M.) *Jackson* (see below), passing (5 M.) *Glen Station* (p. 145).

b. Jackson and the Peabody Glen.

Jackson (760 ft.; **Wentworth Hall*, with annex-cottages, $4-5; *Jackson Falls Ho.*, $2-2½; *Iron Mt. Ho.*, *Glen Ellis Ho.*, *Eagle Mt. Ho.*, $2-3; boarding-houses) is overshadowed by *Iron Mt.* (2725 ft.) and *Thorn Mt.* (2265 ft.). The **Jackson Falls*, on the *Wild-Cat River*, near the hotels, are pretty. Good fishing. There is a small golf-course attached to Wentworth Hall.

Excursions are made hence to *Goodrich Falls*, 1½ M. to the S. (fine after heavy rain only); up the glen of the *Wild-Cat Brook* to the (8 M.) *Carter Notch* (3320 ft.), between *Mt. Wild-Cat* (4115 ft.) and the *Carter Dome* (4800 ft.); to the top of (1 hr.) *Thorn Mt* (2265 ft.); to (4½ M.) *Fernald Farm* (view of Mt. Washington); to the (3 M.) *Winnewcta Falls*, etc.

Carriage to (20 M.) the top of *Mt. Washington* $6 each, incl. toll (there and back $8); to *Gorham* (p. 162) $5 each.

The road from Jackson to the Peabody Glen runs to the N. along the *Ellis River*, passing through the wooded *Pinkham Notch* (2018 ft.) and affording glimpses to the left of the deep ravines of Mt. Washington. About 7 M. from Jackson a path to the right

(sign-post) leads to the (1/4 M.) **Glen Ellis Falls* (70 ft.), and a little farther on, to the left (sign-post), diverges that to the (3/8 M.) *Crystal Cascade* (80 ft.; hence to *Tuckerman's Ravine*, see p. 170). A steep road to the left farther on joins the (1 1/2 M.) carriage-road from the site of the Glen Ho. to Mt. Washington (p. 170), 2 M. above the toll-house. About 1 1/2 M. farther on, to the right, is a path leading to (1/4 M.) *Thompson's Falls* and *Emerald Pool* (guide-board).

11 M. (from Jackson) *Site of the Glen House* (1630 ft.), a large summer-hotel, burned down in 1894 and not rebuilt. This, owing to its fine situation on the *Peabody River*, at the N.E. base of Mt. Washington, with Mts. Clay, Jefferson, Adams, and Madison forming a grand line of summits to the N. of it, was long a favourite centre for excursions in the White Mts. and particularly for the ascent of Mt. Washington, the carriage-road to the top of which begins here (comp. p. 170). There is now no accommodation for tourists here.

Among the ascents conveniently accomplished from this point are those of *Carter Dome* (4800 ft.; to the *Carter Notch*, with a club-camp, 3-4 hrs.; thence to the top 1 1/2-2 1/2 hrs.) and *Mt. Wild-Cat* (4415 ft.; 1-1 1/2 hr. from Carter Notch). The latter commands a fine *View of Mt. Washington. — Good walkers may reach the top of *Mt. Washington* viâ Mts. Madison, Adams, Jefferson, and Clay in 9 hrs. (with guide); and the Appalachian Club has also constructed a blazed path along the whole *Carter Range* (8 M.; fine views) to *Mt. Moriah* (p. 163). — On the Peabody, about 3/4 M. to the N., are the so-called *Garnet Pools*, and a visit may also be paid to the *Osgood Cascades*, 1 1/4 M. to the N.W. — **Tuckerman's Ravine*, see p. 170.

Beyond the Glen House site the road descends through the ***Peabody Glen,*** affording a series of fine views. By crossing (2 M.) the bridge over the Peabody and turning to the right, we may reach a point revealing the profile of *Imp Mt.* Farther on our road crosses the river and soon reaches —

19 M. (from Jackson) *Gorham* (see below).

c. Gorham and Randolph.

Gorham (810 ft.; **Alpine House*, $2-3; *Island View Ho.*, $2), the N. gateway to the White Mts., is a village with about 1800 inhab., finely situated at the confluence of the *Androscoggin* and the *Peabody* and commanding a charming view of hill and valley. To the S. is the Peabody valley, with Mts. Moriah and Carter to the left; to the N.E., Mt. Hayes; to the N.W., the Pilot Mts. The peaks of the Presidential Range (see p. 159) are concealed by *Pine Mt.* (2440 ft.), which rises in the S.W. foreground, but they are well seen from adjacent points. Numerous delightful excursions can be made in the neighbourhood (see below).

A good point of view in the immediate vicinity is the *Lary Farm* (3/4 M. to the N.). — Perhaps the best of the shorter walks is that to the top of **Mt. Hayes** (2600 ft.), 2 M. to the N.E. The easy and well marked path begins at the N. end of the suspension-bridge over the Androscoggin and ascends directly, through wood, to (1 1/2 M.) the ridge and (1/2 M.) the summit. The *View includes (from left to right) Mt. Moriah, Imp Mt., and Carter Mt. to the S.; the valley of the Peabody (Pinkham Notch), a little to the right; to the S.W., Mt. Washington, the low Pine Mt. (in

the foreground), Mt. Madison, and Mt. Adams; to the W., Cherry Mt., Owl's Head, and (more to the right) Randolph Mt. and Mt. Starr King; to the N.W., the Pilot Mts., Deer Mt., and the twin Percy Peaks. Some authorities consider this the best view of Mt. Washington.

Mt. Surprise (2380 ft.), a spur of Mt. Moriah, to the S.E. of Gorham, may be ascended in 2 hrs. by a path through wood (boy to show its beginning desirable), and commands a fine *View of the Presidential Range (good camp at the top). — A well-marked path leads hence to the (2-3 hrs.) top of *Mt. Moriah* (4065 ft.; *View), whence the walk may be continued along the Carter Range (comp. p. 162).

Mountain waggons run in connection with the train, from Gorham, viâ the Glen House site (p. 162) to the top of (16½ M.) *Mt. Washington* (5 hrs.; return 3 hrs.; fare $8; comp. p. 170). Stages also ply to (19 M.) *Jackson* (4 hrs.; fare $4; comp. p. 161).

Pleasant drives may also be taken along the S. bank of the Androscoggin to (11 M. to the E.) *Gilead Bridge*, returning on the N. bank by the *Lead Mine Bridge* (3½ M. from Gorham; *View); to the N., along the 'Milan Road' to (6 M.) *Berlin* (p. 143) and (14 M.) *Milan Corner;* and W. to the *Crawford House* (see below) and the *White Mt. Notch* (p. 164), either (35 M.) viâ (17 M.) *Jefferson*, the 'Cherry Mt. Road', the *White Mt. House* (p. 165), and the *Fabyan House* (p. 165; splendid views); or (25 M.) by the new road leaving the Jefferson road between *Bowman* (see below) and *Highlands* (p. 143) and ascending through the *Jefferson Notch* (comp. Map). A grand walk for a good pedestrian would be to ascend *Mt. Madison* (p. 162) and proceed thence viâ *Mts. Adams* and *Jefferson* (see p. 168) to *Mt. Washington* (guide necessary; 1-2 days).

Gorham is a station on the Grand Trunk Railway from Portland to Montreal (see p. 143), and on the B. & M. line from Berlin to Whitefield (comp. p. 143, and see Map, p. 158).

Randolph is the name of the township adjoining Gorham on the W. and as a tourist centre may be taken to include the vicinity of the three stations *Randolph*, *Appalachia*, and *Bowman*, on the railway from Berlin and Gorham to Whitefield (comp. p. 143). The chief hotels are the *Ravine House* ($ 2½) at Appalachia, the *Mt. Crescent House* ($ 2), and the *Mountain View House* ($ 2). Randolph is frequented mainly by 'mountaineers', and its guides (comp. p. 159) are the best in the district. The 'blue print' map of the Appalachian Mt. Club, corrected yearly, may be obtained at any hotel.

The chief ascents from Randolph are the following: *Mt. Madison* (5380 ft.), from Appalachia, in 3-4 hrs. (club-hut near the top); *Mt. Adams* (5805 ft.), either from Appalachia in 3½-4½ hrs. or from Bowman viâ Lowe's Path in 3½-4 hrs.; *Mt. Jefferson* (5725 ft.), from Bowman in 4½-5 hrs.; *Mt. Washington* (p. 169), viâ Mt. Jefferson, in one day. From 'Lowe's Path' (see above) a path ascends to the left through *King's Ravine* to the top of Mt. Adams. — *Randolph Hill* (1700 ft.), 3 M. from Randolph by a good road, commands a fine view of the Presidential Range. — The three stations named above all lie on the road between Gorham and Jefferson (comp. above) and may be made the starting-point of various pleasant drives.

d. Crawford House and the Notch.

The *Crawford House (1900 ft.; from $ 4½ a day or $ 21 a week; somewhat cheaper at the Annex), one of the most deservedly popular hotels in the White Mts., occupies a solitary site on a small plateau, ¼ M. above the N. entrance to the White Mt. Notch. The small pool in front of the house is the source of the *Saco River*,

flowing to the S. through the Notch to Maine and the sea, while the *Ammonoosuc*, also rising close to the hotel, flows N. (and then W.) to the Connecticut. The railway-station (p. 145) is near the hotel. To the W. rises *Mt. Tom* (see below) and to the E. *Mt. Clinton* (see below), while in front, enclosing the Notch, are *Mt. Willard* (see below; r.) and *Mt. Webster* (see below; l.)

The railway route through the ***Crawford** or **White Mountain Notch** (1915 ft.) has been described at p. 145 and affords some of the finest, though most fleeting, views of it. The Notch is seen to greater advantage in descending. The road and river enter it through a rocky **Gateway*, 25 ft. wide, while a separate cutting has been made for the railway (above, to the right). To the left is the rock known as the *Elephant's Head* (*View). Within the Notch various fantastic names have been given to rocks supposed to resemble human faces, etc. About 3/4 M. from the Crawford Ho., to the left, the *Flume Cascade* descends, in three leaps, from a height of 250 ft.; and 1/4 M. farther on is the graceful **Silver Cascade*, with a total fall of 900 ft., of which about 300 ft. are seen from the road. The *Willey House* (1325 ft.), a small inn 3 M. from the Crawford Ho. and 300 ft. below the railway, was the scene of a terrible disaster in Aug., 1826. The whole Willey family, 9 in number, rushing from the house to escape a land-slip, apparently descending directly upon it, were overtaken and crushed, while the house escaped harm through the splitting of the land-slide by a rock. The Notch proper ends just below the site of the Willey Ho. (burned down in 1899), but it is well worth while to continue the walk or drive to Bemis, whence, if necessary, we may return by railway. At the (1 1/4-1 1/2 M.) *Cow* or *Avalanche Brook* (the second brook below the Willey Ho.), we may cross the railway and ascend to the right to (1 3/4 M.) the **Ripley* or *Sylvan Glade Falls* (110 ft.), about 1 M. above which is the *Sparkling Cascade*. Continuing to follow the road along the Saco, we reach (2 M.; 6 1/2 M. from the Crawford Ho.) *Bemis Brook*, along which a path ascends to (1 M.) the picturesque **Arethusa Falls* (175 ft.). *Bemis* (rail. stat., p. 145) is 2 M. farther down. The Mts. to the left at this part of the road are the *Giant's Stairs* (3423 ft.), *Mt. Resolution* (3400 ft.), and *Mt. Crawford* (3100 ft.), while *Mt. Nancy* (3810 ft.) towers to the right. Drivers may go on from Bemis to (18 1/2 M.) *North Conway* (p. 160).

***Mt. Willard** (2786 ft.), easily ascended by a carriage-road (2 M.), crossing the railway below the station, commands a splendid *View of the Notch (afternoon-light best). Near the top (S. side) is a cavern known as the *Devil's Den*, accessible by ropes only. The *Hitchcock Flume*, 350 ft. long and 50 ft. high, is reached by a path to the left, 1/4 M. from the summit. — Ascent of **Mt. Washington*, see p. 170. — Ascents of *Mts. Clinton* (4275 ft.), *Pleasant* (4780 ft.), *Franklin* (5028 ft.), and *Monroe* (5390 ft.), see p. 171. — The ascents of *Mt. Webster* (3876 ft.) and *Mt. Jackson* (4012 ft.) are fatiguing and unremunerative. — The views from *Mt. Tom* (4040 ft.) and *Mt. Field* (4300 ft.) are also obscured by trees, but that from the easily ascended *Mt. Avalon* (3482 ft.), a spur of Mt. Field, is fine and almost unrestricted. — A better view is obtained from *Mt. Willey* (4261 ft.; 2-3 hrs.; well-marked

path beginning 1 M. above *Willey Station*, 3¼ M. from the Crawford House).

Pleasant short walks may be taken to (¾ M.) *Beecher Cascades* (path crossing a foot-bridge over the railway and ascending through wood on the left bank of the stream), **Pearl Cascade* (1 M.), *Bugle Cliff* (¾ M.), *Red Bench* (½ M.; view of Mt. Washington), and the *Shapleigh Path* (1 M.). *Gibbs Falls* (½ M.) are reached by turning to the left and ascending through wood and along a brook.

Between the Crawford House and (4 M.) *Fabyan's* (see below) the road and railway descend 330 ft. (80 ft. per mile).

e. Bretton Woods, Fabyan House, Twin Mt. House, and Zealand.

Bretton Woods (an old name revived), 3½ M. from the Crawford House, is the station for the new ***Mount Washington Hotel** (500 beds; from $5 or $6 per day) and the older ***Mt. Pleasant House** (from $4½ a day or $28 a week). The former (ca. 1600 ft.), the finest hotel in the White Mts., is splendidly situated on a spur of Mt. Deception (see below) and commands a magnificent view. The Mt. Pleasant House is close to the railway station (see p. 145). Between the two hotels lies an excellent golf-course.

From the Mt. Pleasant House a path ascends to the top of *Mt. Stickney* (view). — A coach runs on week-days between the Mt. Washington Hotel and the Crawford Ho. (p. 163).

Upper Falls of the Ammonoosuc, 2¾ M. from the Mt. Washington Hotel. We follow the road to the left, passing a *Monument to E. A. Crawford*, one of the earliest settlers in the White Mts. The **Falls* (30-40 ft. high) are picturesque, with their grey granite walls, water-worn basins, and grand mountain-background. — The (2¾ M.) *Lower Ammonoosuc Falls* are near the White Mt. House (see below).

The Fabyan House (1577 ft.; from $4½ a day, or $21 a week; less at the Annex), another large hostelry, stands on the site of the *Giant's Grave*, a drift-mound on the Ammonoosuc river, ½ M. to the W. of the Mt. Washington Hotel. It commands fine views of the mountains and is the junction of the railway to the top of Mt. Washington (see p. 170; comp. pp. 145, 156).

The old **White Mt. House* ($2½), ¾ M. to the N.W. (rail. stat., see p. 145) is smaller and cheaper. A path ascends hence to the top of *Mt. Deception* (3700 ft.).

The **Twin Mountain House** (1375 ft.; from $3 a day or $14 a week; rail. stat., p. 145) is pleasantly situated on the Ammonoosuc, 5 M. to the W. of the Fabyan House, but does not command so fine a view. The mountains opposite it are *Mt. Hale* (4100 ft.; left) and the *North Twin* (4783 ft.; right), the latter concealing the *South Twin* (4922 ft.). The smaller *Rosebrook Inn* ($2) may also be mentioned.

The path to the top of the *North Twin Mt.* is marked with sign-posts, but a guide is desirable (3-4 hrs.). The continuation thence to the *South Twin* is still easy to follow.

From Zealand (p. 145), 1 M. to the E. of the Twin Mt. Ho., we may follow a disused railway-track to (7 M.) *Zealand Pond* (2460 ft.) and (9 M.) *Thoreau Falls*, which descend 200 ft. in ½ M., in the deep valley between *Mt. Bond* (4710 ft.) on the right and the Willey Mt. (p. 164) on the left.

f. Bethlehem and Maplewood.

Bethlehem and *Maplewood* are reached by a short narrow-gauge railway from *Bethlehem Junction* (comp. p. 145 and above).

The train from *Bethlehem Junction* (p. 145) soon reaches —

2 M. **Maplewood,** a small station for a group of hotels and summer cottages. The **Maplewood* (1490 ft.; from $4½, weekly from $21; 400 guests), one of the handsomest and most fashionable hotels in the White Mts., commands a splendid distant *View of Mt. Washington. Adjacent are the *Maplewood Cottage* (from $3 a day and $12½ a week) and a *Golf Course.* Public conveyances run frequently to Bethlehem (10 c.). *Mt. Agassiz* (see below; 2 M.) is ascended by a path beginning behind the Maplewood Hotel and proceeding through wood past (1 M.) a view-tower. The Bethlehem excursions (see below) may all be made from Maplewood.

3 M. **Bethlehem** (*Sinclair House*, $3½; *Highland Ho.*, *The Alpine*, *The Uplands*, *Arlington*, $2½-3; *Turner Ho.*, $2-2½; and many others), with 1260 inhab., finely situated 1460 ft. above the sea and 260 ft. above the Ammonoosuc, is visited annually by 10-15,000 summer-guests. Its lofty situation makes it cool in summer, and it commands magnificent views of the White Mts., while the Green Mts. are visible to the W. The 'White Mountain Echo' is published here.

Mt. Agassiz (2395 ft.), which rises at the back of the village, is ascended in ¾-1 hr. We follow the road leading S. from the Sinclair Ho. to (25 min.) a house with a sign referring to the toll to Mt. Agassiz (25 c., payable only by those who wish to enter the view-tower). Here we turn to the left and follow the path through wood to (25 min.) the top. The *View includes mountains on every side, the names of which are given by rough mountain-indicators on the top of the view-tower. Mt. Washington is seen to the E., Mt. Lafayette to the S., the Green Mts. to the W. The descent may be made to *Maplewood* (see above; not advisable in waning light, as the 'trail' through the woods is not very distinct). — *Cruft's Ledge*, 2 M. to the E. (reached by a path beginning beyond the Maplewood Hotel), and *Wallace Hill*, 3¼ M. to the W., are other good points of view. — Favourite drives are the *Cherry Valley Drive* (5 M.), *Around the Heater* (8 M.; views of Franconia Mts.), to (7 M.) *Twin Mt. Ho.*, to (7½ M.) *Sugar Hill*, to (10 M.) *Profile House* (also reached by train, see below), to (15 M.) *Jefferson*, and to (17 M.) *Crawford House.* To reach the top of *Mt. Washington* viâ Fabyan's takes 2-2½ hrs. by train.

g. The Franconia Mts. Profile House.

The **Franconia Mts.**, included in the wider acceptation of the name White Mts. (see p. 159), is the small group of summits between the Twin Mt. Range on the E. and the Pemigewasset Range on the W. The sharp-peaked *Mt. Lafayette* (p. 167) is the monarch of the group, and the *Profile House* is the chief tourist-centre. On the W. the range is bounded by the Franconia Notch (p. 167), though in popular speech the term includes the mountains to the W. of this valley. Most of the Franconia Mts. are densely wooded.

The *Profile House* is reached from *Bethlehem Junction* by a narrow-gauge

railway, 10 M. long, which runs through wood and affords little view. To the right, as we approach the terminus, lies *Echo Lake* (see below). — Route to the Profile House from *Plymouth*, through the *Pemigewasset Valley*, see p. 156.

The **Profile House** (1974 ft.; from $ 5, weekly from $ 25), one of the largest of the White Mt. hotels, stands, with its group of cottages, at the N. end of the Franconia Notch (see below), to the W. of Mt. Lafayette.

About 1/2 M. to the N. of the hotel, to the right (E.) of the road, is the pretty little *Echo Lake* (1925 ft.), where fine echoes are aroused by bugle (small fee; steam-launch round the lake, 1-5 pers. 75 c., each addit. pers. 15 c.). At the foot of the lake is *Artist's Bluff*, a good point of view. — *Eagle Cliff* (1470 ft. above the hotel), close to the hotel on the E., is a fine specimen of rock-formation (well seen from Profile Mt.). — **Profile Mt.** or **Mt. Cannon** (4107 ft.), opposite the Eagle Cliff, is ascended in 2-2 1/2 hrs. by a somewhat steep path beginning to the S. of the hotel and running first through wood and then over rocky ledges. *View of Mt. Lafayette. The *Cannon Rock* lies a little below the summit, on the E. side. The *Profile Ledges* (see below), reached from above by a somewhat steep scramble (no path), afford one of the best points of view. — *Bald Mt.* (2310 ft.), to the N. of Echo Lake, is easily ascended in 1/4 hr. by a cart-track diverging to the right from the road, 1 M. to the N. of the hotel (*View; afternoon-light best). — ***Mt. Lafayette** (5270 ft.) is ascended in 2 1/2-3 1/2 hrs. by a steep bridle-path diverging to the left from the road in front of the hotel and skirting the S. side of Eagle Cliff (to *Eagle Lakes*, 1 1/4-1 3/4 hr.; thence to the top about as long). The sharp pyramidal summit commands a splendid *View, including the Pemigewasset Valley to the S., the Connecticut Valley and the Green Mts. to the W., and Mt. Garfield (close at hand) and the Presidential Range to the N.E.

Most of the excursions from the Flume House (p. 168) can be made from the Profile House at a small additional expenditure of time.

The ***Franconia Notch** is a narrow wooded defile, 5 M. long, traversed by the Pemigewasset River and flanked by the Franconia Mts. on the E. and the Pemigewasset Range on the W. It lies about 2000 ft. above the sea, and the enclosing mountains rise 1500-3000 ft. higher. Frequent coaches run through the Notch to (5 M.) the Flume Ho. and thence to (5 M.) *North Woodstock* (p. 156).

Starting from the Profile House to walk or drive through the Notch to (5 M.) the Flume House (p. 168), we soon reach a sign-post by the roadside marking the best point of view for the **Profile* or *Old Man of the Mountain*, a curious freak of nature formed by three protruding and disconnected ledges, 1200 ft. above us, on the side of Cannon or Profile Mt. (right; see *Hawthorne's* 'Great Stone Face'). Below the Profile, to the right of the road, 1/2 M. from the hotel, is *Profile Lake* (boats). The road for the most part runs through wood and affords no views. About 2 1/2 M. from the hotel, to the right, a bridle-path diverges to (1 1/4 M.) *Lonesome* or *Moran Lake*, on Cannon Mt., 1000 ft. above the road. To the left, 1/2 M. farther on, is a sign-post indicating the way to *Walker's Falls* (1/2 M.) and *Cataract* (1 M.). These lie in the *White Cross Ravine*, below *Mt. Lincoln* (5098 ft.), to the S. of Mt. Lafayette. To the right, 1 M. farther on, is the *Basin*, a small pool by the roadside, where the imaginative see the form of a human foot and leg in the rocks.

A small brook coming in here may be ascended to (3/4 M.) the *Tunnel Falls.*

5 M. The ***Flume House** (1430 ft.; $ 3½, weekly from $ 14), at the S. end of the Franconia Notch, is smaller, quieter, and cheaper than the Profile House, and well situated for excursions. It lies at the base of *Mt. Pemigewasset*, opposite *Mt. Liberty* and *Mt. Flume.*

A sign-post in front of the hotel indicates the route to (3/4 M.) the *Flume, a fine rocky gorge, 700 ft. long, 60-70 ft. high, and 10-20 ft. wide. It is traversed by a foaming stream, up which the path is carried by wooden galleries and bridges. Extensive traces are still discernible of the landslip of 1883, which carried away the boulder formerly suspended in the narrowest part of the ravine. — Another sign-post in front of the hotel points to (1/2 M.) the **Pool*, a basin in the solid rock, 150 ft. wide and 40 ft. deep, over-shadowed by cliffs 150 ft. high. — The fine (3 M.) **Georgianna* or *Harvard Falls* (two leaps of 80 ft.) are reached by a path leaving the highroad to the right at a farm-house (guide), 1 M. to the S. of the Flume House.

Mt. Liberty (4472 ft.; view) may be ascended in 3-4 hrs. (descent 2-3 hrs.) by a path viâ the head of the Flume and *Langton's Falls.* This path is continued to the (2 M.) top of *Mt. Haystack.* A long (9-10 hrs.) but interesting walk leads along the ridge from Mt. Liberty to Mt. Lafayette, viâ Mt. Haystack. — The ascent of *Mt. Flume* (4340 ft.; *View) is somewhat arduous. — *Mt. Pemigewasset* (2560 ft.), ascended by a steep bridle-path in 1/2-1 hr., is a good and easily reached view-point.

Franconia (920 ft.; *Forest Hill Hotel*, $ 4; *Franconia Inn*, $ 3; *Mt. Lafayette Ho.*, $ 2, etc.), situated on the *Gale River*, 6 M. to the S. of Littleton (p. 156; daily coaches), 4 M. to the S.W. of Bethlehem, and 4 M. to the N.E. of the Profile Ho., is frequented by many summer-visitors. [It affords good views of the Franconia Mts. and is a fair centre for excursions.

Sugar Hill (1350 ft.; *Sunset Hill Ho.*, $ 4; *Hotel Look Off*, $ 3½; *Miramonte*, $ 3-4½, etc.), 2½ M. to the S.W. of Franconia, is another favourite resort (rail. station, see p. 156). The *View from the summit of the ridge (1780 ft.) from which the village takes its name is superb. A golf-course has been laid out here.

h. Jefferson.

Jefferson (1440 ft.; **Waumbek*, *Waumbek Hall*, *The Jefferson*, these three from $ 4; *Maple Ho.*, $ 3; *Grand View Ho.*, $ 2-2½), situated on a spur of *Mt. Starr King*, above the *Israel River*, is a station on the Boston & Maine R.R. and lies about 2 M. from Starr King Station on the Maine Central line (p. 145; hotel-omnibuses to meet the trains), 12 M. to the N. of Fabyan's, and 17 M. to the W. of Gorham (comp. p. 163). It commands what many consider the finest general *View of the White Mts.

Mt. Starr King (3915 ft.), the southernmost summit of the *Pilot Range*, is ascended by a well-marked path from the Waumbek Ho. in 1½-2¼ hrs. The *View embraces the White Mts., the Franconia Mts., the Green Mts., the valley of the Connecticut, and the Pilot Mts. (to the N.). — **Owl's Head** (3270 ft.; view) is generally ascended from its W. side by a path (1½ hr.; fee) beginning at *King's Farm*, 6 M. from Jefferson. — About 5 M. to the S.E. of Jefferson, on the road to Gorham, is the *Mt. Adams House* ($ 2), 3½ M. beyond which begins 'Lowe's Path' up Mt. Adams (see p. 163). — *Bray Hill* (1640 ft.), an eminence 6 M. to the S.W. of Jefferson, affords a good view.

The *Drive from Jefferson to (17 M.) *Gorham* (comp. p. 163) or (19 M.) the *Glen House Site* affords a splendid, unimpeded *View of the N. side of the Presidential Range; and that to (18 M.) the *Crawford House* (p. 163),

either viâ the Cherry Mt. Road or through the Jefferson Notch (comp. p. 163), is also fine. Other favourite drives are the rounds viâ *Stag Hollow* and the *Valley Road* (9 M.), and viâ *Blair's Mills*, the *Valley Road*, and *Cherry Mt. Road* (18 M.). *Lancaster* (p. 145) is 7 M. to the W.N.W.

i. Mount Washington.

Mt. Washington (6293 ft.), the highest mountain in the United States to the E. of the Rockies and N. of N. Carolina, deserves its rank as monarch of the White Mts. as much for the grandeur of its form as for its height. On the N. and E. it is furrowed by several huge ravines, of which Tuckerman's (see p. 170) is the best-known.

The group of buildings at the top includes the **Summit House**, a comfortable inn in which the night may be spent ($5 a day, $21 a week; meal or bed $1½); a disused *U. S. Signal Service Station;* a view-tower (small fee); the office of '*Among the Clouds*', a daily paper published here in summer; the old *Tip-Top House* (disused); stables; an engine-house, etc. The summit is now annually visited by about 10,000 people. Warm clothing should be brought, as even at midsummer the temperature is very low (30-50°). A temperature of 60° below zero has been observed in winter.

Botanists will find much to interest them in the flora of Mt. Washington, the plants on and near the summit being identical with those of the Arctic Circle. The happiest hunting-ground is the so-called '*Alpine Garden*', a terrace to the E. of and below the cone. See the *Geology of New Hampshire.*

The ordinary starting-points for the ascent of Mt. Washington are the Fabyan House, the Crawford Ho., and the Glen Ho. site, while the route over the Northern Peaks (p. 171) is a favourite one with tried pedestrians. Travellers should ascend one way and descend another. The routes from the E. side (p. 170) are, perhaps, the finest. A good walker can ascend from the Crawford Ho. and descend to the Glen Ho. site in one day.

The ****View** from Mt. Washington is one of the finest and most extensive in the Eastern States, reaching into Canada on the N. It is particularly grand at sunrise or sunset, but the summit is sometimes swathed in mist or clouds for days at a time. The atmospheric phenomena are often very interesting.

View. To the N., across the 'Great Gulf', rise Mts. Clay, Jefferson, Adams, and Madison; a little farther to the right are Mt. Hayes and the Androscoggin Valley. Gorham is hidden by Pine Mt. To the N.E. we look over the deep valley in which the Glen House lay to Mt. Moriah, to the right of which follow Mt. Carter, the Carter Dome, Carter Notch, and Mt. Wild-Cat. In the distance, towards the N.E., are the Rangeley Lakes and mountains on the Canadian border. To the E. we see Baldface, Mt. Pleasant (with its hotel), and other lower mountains, in the State of Maine. To the S.E. are the pyramidal Mt. Kearsarge and other hills round North Conway, with the Ellis River flowing down to join the Saco. Directly below us is Tuckerman's Ravine. Lake Sebago is also seen, while Portland and the ocean are visible on a clear morning. To the S. are Ossipee Lake and Lake Winnipesaukee, with Mt. Chocorua between them, while more in the foreground are the Giant's Stairs, and Mt. Webster, rising over the White Mt. Notch. The stream seen here is the Mt. Washington River. On the other side of the Notch (S.W.) rise Mts. Nancy, Carrigain, Willey, and Field, while Mt. Moosilauke appears on the horizon a little more to the right. The Lakes of the Clouds lie below Mt. Monroe, in the S.W. foreground. To the S. of W. the finely-shaped Mt. Lafayette is seen among the other Franconia Mts.; while almost due W. opens the valley of the Ammonoosuc (with the Mt. Washington and Fabyan Hotels), with the Green Mts. and even the Adirondacks visible in the distance. To the N.W. are Cherry Pond, Jefferson, and the Israel River, with Mt. Starr

King and the Percy Peaks in the distance. The most distant points said to be visible in exceptionally favourable weather are Mt. Beloeil (p. 154), 135 M. to the N.W.; Mt. Wachusett (p. 148), 125 M., and Mt. Monadnock (p. 148), 104 M. to the W. of S.; and Mt. Whiteface (p. 216), 130 M. to the W.

Ascent of Mt. Washington by Railway. A branch-line runs from the Fabyan House (p. 165) via Bretton Woods (p. 165) to (6 M.) *Marshfield* or *Ammonoosuc*, generally known as the *Base Station* (2670 ft.), the starting-point of the **Mt. Washington Railway,** which was constructed on the cog-wheel principle in 1866-69 (before the Rigi Railway) and ascends on the W. side of the mountain. The distance to the summit ($3^1/_{10}$ M.) is accomplished in 2 hrs. (return-fare $ 4); the average gradient is 1:4, the maximum gradient $1:2^2/_3$. The season begins in July, and two or more trains run daily. This is by far the most frequented ascent.

The train ascends steeply through wood. $^3/_4$ M. *Cold Spring.* Beyond (1 M.) *Waumbek Junction* (3910 ft.; water-station) the trees become thinner. At *Jacob's Ladder* (5470 ft.; water-tank), a long trestle-work, 30 ft. high in the middle, the gradient is at its steepest. We now pass the forest line and enjoy fine views. To the left are the 'humps' of *Mt. Clay*, with the 'Great Gulf' yawning below them and the peaks of Mts. Jefferson and Adams above. From the ($2^1/_4$ M.) *Gulf Tank* (5800 ft.) to the summit the ascent is easier. We see the carriage-road to the left, and pass the monument (right) erected on the spot where Miss Bourne died of exhaustion in 1855. 3 M. *The Summit House* (see p. 169).

Ascent from the E. Side. An excellent carriage-road (average gradient 1:8) was constructed from the Glen House (see p. 162) to ($8^1/_2$ M.) the *Summit House* in 1854, and mountain-carriages ascend by this route from Gorham in 5 hrs. (return-fare $ 8 each, incl. toll; descent $ 3). Toll for foot-passengers 17c. — Walkers may also ascend from the Pinkham Notch via *Tuckerman's Ravine* in $4^1/_2$-6 hrs.

a. By Road. From the Glen House site the road at first ascends rapidly through wood, and 2 M. up is joined by the road mentioned at p. 162. $3^1/_2$ M. *Halfway House* (3840 ft.). At (4 M.) the *Ledge* we emerge from the trees and obtain a fine °View of the 'Great Gulf', with the other peaks of the Presidential Range beyond it. The road now ascends, less steeply, along the edge of the Great Gulf. It then turns sharply to the left (S.S.E.) and ascends along a shoulder, making another loop to the right ('Cape Horn') farther up (°Views). The final ascent of the cone is steep.

b. On Foot through Tuckerman's Ravine ($4^1/_2$-6 hrs.; a fatiguing route, but guide not necessary for mountaineers). We reach the ravine either by a footpath made by the Appalachian Club from the *Crystal Cascade* (see p. 162), or by a path, diverging to the left from the Mt. Washington road, 2 M. from the Glen House site (sign-post), and joining (2 M.) the Crystal Cascade path.

°**Tuckerman's Ravine** is a huge gorge on the S.E. side of Mt. Washington, enclosed by towering rocky walls 1000 ft. high. Following the Appalachian path from the Crystal Cascade, through wood, we reach the ($1^1/_2$ M.) *Hermit Lake* (camp), a small tarn, commanding magnificent views. A rough walk of $^3/_4$ M. ($^1/_2$-$^3/_4$ hr.) brings us hence to the °*Snow Arch*, in the ravine proper, formed by the stream flowing under the huge masses of snow piled up here in winter. The arch is generally to be seen till August. From the Snow Arch we may reach the summit by a hard climb of 1-$1^1/_2$ hr.; the route is marked by white paint on the rocks. Tuckerman's Ravine is often visited as an excursion from the Summit Ho. (there and back 3 hrs.); the descent to the Glen Ho. site takes 3-$3^1/_2$ hrs. (view best in descending).

Ascent from the Crawford House (4-6 hrs.; guide unnecessary in clear weather). The path is well marked and commands very extensive views.

The path begins to the E. of the Crawford House and ascends through wood on the W. side of Mt. Clinton (to the left the path to *Gibbs Falls*, p. 165). In 1½-2 hrs. we reach the summit of **Mt. Clinton** (4275 ft.; view) and have behind us the worst part of the route. The path now leads along a ridge to the N.E., descends about 270 ft., and then re-ascends. The regular path leads to the right over the S.E. shoulder of **Mt. Pleasant** (4780 ft.; small 'castle' at the top), but a less distinct trail to the left leads to the (¾-1 hr.) top (*View), where the footpath from the Pleasant Ho. comes in (see below). We now descend in the same general direction to the *Red Pond*, on the plateau (4400 ft.) between Mt. Pleasant and Mt. Franklin. To the right, beyond the pond, is *Oakes Gulf* (3000 ft.; care necessary here in foggy weather). **Mt. Franklin** (5028 ft.), reached in ½ hr. from Mt. Pleasant, is another good point of view. Between Mt. Franklin and Mt. Monroe the path runs along a ridge, without much change of level. It leads round the S. peak of Mt. Monroe and bends to the N. To the E. is *Boott's Spur* (5520 ft.), to the left the small *Lakes of the Clouds* (5050 ft.). ¾-1 hr. **Mt. Monroe** (5390 ft.) reached by a détour of ½ hr. from the main path, commands one of the best near views of Mt. Washington. The path next passes the gap (5100 ft.) between Mt. Monroe and Mt. Washington (with the *Refuge Hut* of the App. Mt. Club), and ascends over the rocky ledges on the S. side of the latter (the last part, up the cone, steep) to (1-1½ hr.) the top of *Mt. Washington* (p. 169).

Ascent from the Pleasant House (4¾-5½ hrs.).

This path diverges to the right from the railway, between the Mt. Pleasant House and the Base Station, follows an old 'logging road' for some distance, and ascends the W. side of *Mt. Pleasant*, at the (1½-2 hrs.) top of which it joins the Crawford Path (see above).

Route over the Northern Peaks (1-1½ day, with guide).

The *Walk over Mts. Madison, Adams, Jefferson, and Clay to the summit of Mt. Washington forms a fine but trying excursion for good mountaineers with trustworthy guides. It is possible to do it in one long day, but it is preferable to take two days and pass the night in the *Madison Spring Hut* of the Appalachian Mt. Club (4900 ft.; open to all).

The *Views are very grand. **Mt. Madison** (5380 ft.) may be ascended on the N. side by a path beginning at Appalachia, 6½ M. to the W. of Gorham (comp. p. 103), but the old trail leading from the Glen House is no longer safe and should not be attempted. In passing from Mt. Madison to Mt. Adams, we dip about 450 ft., and the *Madison Spring Hut* is in this depression, near *Star Lake*. **Mt. Adams** (5805 ft.) may also be ascended by the path ('Lowe's Path') mentioned at p. 161. *Storm Lake* (4940 ft.) lies in the hollow between Mt. Adams and **Mt. Jefferson** (5720 ft.; *View of Mt. Washington). Between Mt. Jefferson and **Mt. Clay** (5554 ft.) we descend 735 ft., and between Mt. Clay and *Mt. Washington* (p. 169) 940 ft.

17. From Boston to Albany.

a. By Boston & Albany Railroad.

202 M. Railway in 5½-7½ hrs. (fare $ 4½; parlor-car $ 1; sleeper $ 1.50). To (39 M.) *Saratoga* in 1¼ hr. more (see p. 225). Through-trains run by this route to *St. Louis*, *Chicago*, *Cincinnati*, etc.

From *Boston* (p. 94) to (99 M.) *Springfield*, see R. 4a. The line to New York (see p. 81) diverges here to the left (S.), while our line crosses the *Connecticut* and runs nearly due W. through the valley of the *Westfield River*. 108 M. *Westfield*, with manufactures

of whips and cigars. The train now begins to ascend, and the hills grow higher. 119 M. *Huntington* (400 ft.). Beyond (126 M.) *Chester* (620 ft.) the line climbs rapidly through a rocky and wooded valley, contracting at places to a wild ravine. Deep rock-cuttings. Numerous small lakes. Near (134 M.) *Becket* (1200 ft.; Claflin Ho., $ 2) we reach the flat top of the *Hoosac Range* (ca. 1400 ft.), and farther on we begin to descend again into the *Berkshire Valley*. For a description of the *Berkshire Hills*, see R. 19. The descent to (145 M.) *Dalton* (1050 ft.; Irving Ho., $ 2-3) is rapid and the scenery picturesque. Beyond it we cross the *Housatonic River*. — 151 M. **Pittsfield** (1010 ft.), junction of the Berkshire Division of the N. Y. N. H. & H. R. R., see p. 179.

From Pittsfield to North Adams, 21 M., railway in ¾ hr. — 11 M. *Cheshire;* 13½ M. *Cheshire Harbor*, the starting-point of a path to the top of Greylock (p. 180). — 16 M. *Adams* (The Barret, from $ 2), with a statue of President McKinley (1843-1901), by Augustus Lukeman, is the nearest station to Greylock, which is ascended hence by a road joining the just-mentioned path from Cheshire Harbor. — 21 M. *North Adams*, see p. 180. North Adams is also connected with Pittsfield by electric tramway (comp. p. 180).

To the N. (right), at some distance, rises the double-peaked Greylock (p. 180). The train now crosses the Housatonic, turns to the left (S.), passes (154 M.) *West Pittsfield* (with a settlement of Shakers), and at (162 M.) *State Line* enters the *State of New York*. We leave the Berkshire Valley by crossing the *Taghkanic* or *Taconic Range* (ca. 2000 ft.) and then traverse an undulating wooded district. 177 M. *Chatham*, the junction of lines to Hudson (p. 193), Lebanon Springs (p. 179), and New York (comp. p. 68); 185 M. *Niverville*, with a fine park, much resorted to from Albany. Beyond (200 M.) *Rensselaer* we cross the *Hudson* by a fine bridge (view).

202 M. **Albany,** see p. 196.

b. Viâ the Hoosac Tunnel.

198 M. Fitchburg Railroad to (191 M.) *Troy* in 5½-8 hrs.; New York Central or Delaware and Hudson River Railroad thence to (7 M.) *Albany* in ½-½ hr. (fares as above). *Saratoga* (p. 225) is reached by this line, viâ *Johnsonville*, in 6½-8 hrs. Through-trains run to the Western cities. The line skirts the N. margin of the *Berkshire Hills* (R. 19; views to the left).

From Boston to (60 M.) *South Ashburnham*, see pp. 146-148. At (65 M.) *Gardner* the branch from Worcester (p. 81) to *Winchendon* crosses the main line.

From *Princeton*, on this branch, 11 M. to the S. of Gardner, stages run to *Mt. Wachusett* (p. 143).

From (82 M.) *Athol* a branch of the Boston & Albany R. R. runs to Springfield (p. 80). Beyond (97 M.) *Miller's Falls* we see *Mt. Toby* (1275 ft.) to the left and *Lake Pleasant* (a great summer-resort of Spiritualists) to the right. We then cross the *Connecticut* and the *Deerfield* and reach (105 M.) **Greenfield** *(Mansion Ho.,* $ 2½-3½, well spoken of; *American Ho.,* $ 2; *Rail. Restaurant*), a favourite summer-resort and the junction of the Conn. River Division of the B. & M. R. R. It has a tasteful Soldiers' Monument. Excursions

may be made hence to (3 M.) *Deerfield* (p. 182), *Turner's Falls* (4½ M.), the *Coleraine*, *Leyden*, and *Shelburne Gorges*, to *Springfield* (p. 80; electric tramway), etc.

The train now follows the pretty valley of the Deerfield, with *Arthur's Seat* (930 ft.) to the right, and beyond the ***Deerfield Gorge** reaches (119 M.) *Shelburne Falls* (Hotel, $ 2), where the river descends 150 ft. in two or three distinct falls. To the N. (right) of (128 M.) *Charlemont*, where Charles Dudley Warner (1829-1900) spent his boyhood (house still standing), rises *Pocomtuck Mt.* (1890 ft.). The stream is crossed, and the scenery becomes wilder. Farther on we penetrate the *Hoosac Range* (2400 ft.) by the (135 M.) ***Hoosac Tunnel** (765 ft.), which is 4¾ M. long (transit of 9 min.; Mt. Cenis Tunnel 7½ M.) and was made in 1855-74 at a cost of $ 20,000,000 (4,000,000*l.*). It is the longest tunnel in the United States.

143 M. *North Adams*, see p. 180. The train descends the valley of the Hoosic. To the left rises *Greylock* (p. 180), to the right *East Mt.* (2200 ft.). 148 M. *Williamstown*, see p. 180. We turn to the N.W. (right), cross a corner of *Vermont*, and enter *New York State*. 164 M. *Hoosick Falls* (trolley to Bennington, p. 186, 3 M.); 166 M. *Hoosick Junction*, for a branch-line to (11 M.) Bennington (p. 186) and (68 M.) Rutland (p. 186).

Near (175 M.) *Johnsonville* are the picturesque *Falls of the Battenkil*. The railway forks here, the left branch leading to Troy (see below), and the right to (189 M.) *Mechanicville* (p. 184) and (212 M.) *Rotterdam Junction* (p. 242).

From (188 M.) *East Saratoga Junction*, on the latter branch, a line runs to (18 M.) *Saratoga* (p. 225).

191 M. **Troy**, see p. 185. Thence to (198 M.) **Albany**, see R. 20 c.

18. From New York to Pittsfield *(Berkshire Hills)*.

157 M. New York, New Haven, and Hartford Railroad in 4-6 hrs. (fare $ 3.25; parlor-car $ 1).

From New York to (41½ M.) *South Norwalk*, see p. 76. The Danbury Division of the N. Y. N. H. & H. R. R. here diverges to the left from the main line and ascends along the *Norwalk River*, traversing a pretty wooded country, becoming hillier as we proceed. 43 M. *Norwalk* (p. 76); 49 M. *Wilton*; 54 M. *Branchville* (340 ft.), the junction of a short line to *Ridgefield* (800 ft.), the birthplace of 'Peter Parley' (S. G. Goodrich; 1793-1860); 59 M. *Redding*, the birthplace of Joel Barlow (1754-1812), author of the 'Columbiad'. — 62 M. *Bethel*, a prosperous little place with 2560 inhabitants.

The Litchfield Branch Railroad runs from Bethel to (38 M.) **Litchfield** (1200 ft.; *Hawk Hurst*, $ 3-4; *U. S. Hotel*, $ 2½-3), a summer-resort in a pretty, hilly district, near *Bantam Lake* (hotel, $ 2-2½). Pop. (1900) 3000. It was the birthplace of *Henry Ward Beecher* (1813-87) and *Mrs. Beecher Stowe* (1812-96).

65 M. **Danbury** (*Walmac*, *Fairfield*, $ 2-2½; *Wooster Inn*, $ 2), a town of 19,474 inhab., with large hat-factories, is the junction of

the New England R. R. (p. 80). — At (71 M.) *Brookfield Junction* (340 ft.) we pass on to the Berkshire Division of the railway and are joined by the line from New Haven and Bridgeport. The hills now 'begin to show mountainous symptoms'. At (73 M.) *Brookfield* the *Housatonic*, the beautiful valley of which we henceforth follow, comes into view on the right. To the left is the *Still River*. We cross the Housatonic as we near (81 M.) *New Milford* (New England Ho., Wayside Inn, $2-2½), and thereafter have it to the left. Above (94 M.) *Kent* (Kent Inn, $2), a prettily situated village, the valley contracts. 103 M. *Cornwall Bridge*. To the left rises the *Sharon Ridge* (1500 ft.). — 113½ M. *Falls Village* (550 ft.; Falls Village Inn, $2-3), near the **Falls of the Housatonic* (130 ft.). A coach runs hence to *Salisbury*. To the left (2½ M.) rises *Mt. Prospect* (1475 ft.), a good point of view. — 119 M. *Canaan* (670 ft.; Warner Ho., $2) is a good centre for excursions.

Canaan Mt. (1500 ft.), 1 M. to the S.E., affords a view of the Housatonic Valley, the Twin Lakes, and the Berkshire Hills (R. 19). The *Twin Lakes* (see below) lie 1½ M. to the W. Excursions may also be made to *Campbell's Falls* (7½ M.), *Sage's Ravine* (7 M.; p. 175), etc.

Canaan is also a station on the Central New England R. R., which runs hence to the S.E. to *Norfolk* and *Winsted* and to the S.W. to *Twin Lakes*, *Lakeville*, and *State Line* (p. 172), all pleasant resorts.

We now pass from Connecticut into *Massachusetts* and enter the district of the *Berkshire Hills* proper (R. 19).

The *Taghkanic* or *Taconic Mts.* rise to the left, and the *Hoosac Range* to the right. Beyond (122 M.) *Ashley Falls* we cross the Housatonic. 126 M. *Sheffield* (p. 175); 129½ M. **Great Barrington** (p. 175). — 134 M. *Van Deusenville* is the junction of a line to *West Stockbridge*, *State Line*, and *Albany* (p. 196). *Monument Mt.* (p. 177) rises to the right. — 136 M. *Housatonic;* 139 M. *Glendale*. We cross the river once more and bend to the right (E.). — 140½ M. **Stockbridge** (p. 176). In the next few miles we cross the Housatonic several times. 142 M. *South Lee;* 146 M. *Lee* (p. 178); 148½ M. *Lenox Dale*. At (150½ M.) *Lenox Station* omnibuses from the hotels at (2½ M.) **Lenox** (p. 178) meet the trains, and there is also a tramway. 153 M. *New Lenox*. We cross the river for the last time in entering —

157 M. **Pittsfield** (p. 179; *Rail. Restaurant*).

19. The Berkshire Hills.

The district known as the **Berkshire Hills**, corresponding practically to *Berkshire County* (pop. 95,667 in 1900) in the W. part of Massachusetts, is 50 M. long from N. to S. and 20-25 M. wide from E. to W., covering an area of about 1200 sq. M. On the W. it is bounded by the Taconic Mts. and the State of New York; on the E. by the Hoosac Mts., a S. prolongation of the Green Mts.; on the S. by Connecticut; and on the N. by Vermont. The region confined between the two mountain-ranges is broken up into a number of smaller valleys, interspersed with isolated hills; and for the gentle loveliness of a hill-country, as contrasted with a mountain country, it is unsurpassed in the United States and has few rivals

elsewhere. The *Hoosic* flows through the district towards the N. to join the Hudson, and the *Housatonic* flows S. towards Long Island Sound, while innumerable small lakes and brooks add to its attractions. The praises of the Berkshire Hills have been repeatedly sung by Longfellow, Bryant, Whittier, Hawthorne, Beecher, and others. — The name of the Taconic Mts. is well known in geology, as the non-fossiliferous Taconic formations are regarded as a distinct system, intermediate between the Archæan rocks and the Potsdam sandstone. — Perhaps the best SEASON to visit the Berkshires is in autumn, as the brilliant autumnal tints of the American woods are seen here to perfection. Fashion has decreed that the seaside sojourn at Newport should be followed ere returning to town by a 'fall' visit to the Berkshire Hills, and many people stay here till well on in November. *Lenox* (p. 178) is the most fashionable resort, but *Stockbridge* (p. 176), one of the loveliest villages in America, is perhaps an equally good centre for casual travellers; while *Pittsfield* (p. 179), *Great Barrington* (see below), and other places also form good headquarters. The *Hotels* are usually good and not exorbitant. The *Roads* are well-adapted for driving and cycling. *Carriage Hire* is lower than at Newport or in the White Mts.

The BERKSHIRE STREET RAILWAY (electric tramway) runs through the district from Great Barrington (see below) viâ (11½ M.) Stockbridge (p 176), Lenox Station (21 M.; p. 178), and (28½ M.) Pittsfield (p. 179) to (39 M.) *Cheshire* (p. 180), where it connects with the HOOSAC VALLEY STREET RAILWAY, running to (43 M.) Adams (p. 180), North Adams (49 M.; p. 180), and (55 M.) Williamstown. These lines afford a pleasant route from point to point, and the fares are moderate.

Pittsfield is reached from *New York* in 4 hrs. (fare $ 3¼; see R. 18) and from *Boston* (see R. 17a) in 4½-5 hrs. (fare $ 3.40).

The S. half of the district has hitherto been the best known, and the following description enumerates the chief points in order from S. to N.

Sheffield (675 ft.; *Taghanick Inn*, $ 2; *Elmhurst*; rail. stat., see p. 174), a quiet little village on the *Housatonic*, attracts a few summer-visitors and is known for its marble-quarries, which supplied the material for Girard College (p. 270). Pop. (1900) 1804. Tobacco is largely grown in the neighbourhood. Fred. A. P. Barnard (1809-89), President of Columbia University (p. 62), was born here. *Pine Knoll Park* is a public reservation.

Mt. Everett or **Washington** (2625 ft; view), sometimes called the *Dome*, one of the highest of the *Taconic Mts.*, rises 5 M. to the W. and is frequently ascended hence (road to the base; path to the top ½ hr.). — The *Sheffield Elm*, mentioned in the 'Autocrat of the Breakfast Table', is 1 M. to the S. of the centre of the village. — Other pleasant points are *Bear's Den*, 1 M. to the W.; **Sage's Ravine*, 6 M. to the S.W.; *Twin Lakes*, 5 M. to the S.; and *Ashley Falls* (4 M.; p. 174). The **Bashbish Falls*, 7½ M. to the W., are also visited hence.

From Sheffield we may proceed to the N., along the *Housatonic*, either by road (a pleasant drive) or railway, to (6 M.) —

Great Barrington (720 ft.; **Berkshire Inn*, Main St., $ 2½-3; *The Barrington*, Berkshire Heights, from $ 3; *Miller Ho.*, $ 2-3; *Collins Ho.*, $ 2; rail. stat., p. 174), beautifully situated in a hollow surrounded by hills, the slopes of which afford good views of the picturesquely spired town and the valley. Pop. (1900) 5854.

The railway-station lies to the W. of *Main Street*, shaded by fine elms, into which we turn to the S. (right). We pass the *Post Office* (l.) and *Town Hall* (r.) and in a few minutes reach (r.) the *Episcopal Church*, built of blue limestone, and the large *Berkshire Inn*. Opposite, concealed by a massive stone wall and trees, is **Kellogg Terrace**, a magnificent mansion of blue limestone, with red-tiled roofs, erected by the late Mrs. Hopkins-

Scarles, in a French Gothic style, at a cost of $1,500,000 (300,000*l.*). It is most elaborately fitted up (no admission). A good distant view of it is obtained from the hill on the opposite side of the river. The *Grounds* contain a fine fountain (jet 80 ft. high). — The handsome **Congregational Church** and the **Hopkins Memorial Manse** (cost $100,000) are on the same side of the street, a little to the N. of the Post Office. The former contains a magnificent organ (3954 pipes, 60 speaking stops) and an 'echo' organ, concealed in the walls and operated by 2½ M. of electric wire. The parsonage is said to be the finest in the United States.

William Cullen Bryant (1794-1878), the poet, was for several years (1815-25) town-clerk of Great Barrington, and many of the town records are in his handwriting. His house (the old 'General Dwight Place') stood on the site occupied by the Berkshire Inn, but has been moved farther back and is now an annex of the hotel. *Dr. Samuel Hopkins*, the hero of Mrs. Stowe's 'Minister's Wooing', lived at Great Barrington for 25 years.

A few hundred yards to the N.W. of the station is the pretty little *Mansfield Pond*. The *Berkshire Heights* (980 ft.), 1 M. to the W. of the station, command a fine *View. About ½ M. to the S. is *Mt. Peter*, a good point of view. To the E., across the river, rise *Mt. Bryant* (1450 ft.) and *East Mt.* (1740 ft.). *Belcher's Cave* lies at the N. end of the village.

To the S.W. (5 M.) lies *Lake Buel*, in the hill on the W. side of which is a chasm known as the *Ice Gulf*, where ice is found nearly all summer. — *Long Lake* lies 3 M. to the N.W. — **Monument Mt.* (p. 177) is 4½ M. to the N.

The direct road from Great Barrington to (8 M.) *Stockbridge* (railway, see p. 174) runs on the E. side of the *Housatonic*, with *Monument Mt.* (p. 177) to the left and *Bear Mt.* (p. 178) to the right.

The Electric Tramway from Great Barrington to Stockbridge (comp. p. 175) starts hourly at the Golf Grounds, to the S. of the town, and follows a somewhat circuitous route (11½ M., in ¾ hr.; fare 15 c.).

Stockbridge (830 ft.; *Red Lion Inn*, $3; *Heaton Hall*, $4, same management, finely situated; boarding-houses), one of the most typical and charming of New England villages, with its immemorial elms and immaculate neatness, 'sleeps along a level plain just under the rim of the hills'. Pop. (1900) 2081.

In Main St., opposite the road leading to (½ M.) the railway station (p. 174), is the tasteful *Episcopal Church*, adjoining which is a *War Monument*. Following Main St. towards the left (W.), we pass, on the left, the *Sedgwick Mansion*, the old home of the Sedgwick family, built by Judge Theodore Sedgwick (1746-1813). To the right, nearly opposite, is the site of the house where *Jonathan Edwards* (1703-58) wrote his famous treatise on 'The Freedom of the Will'. A sun-dial indicates the location of his former study. Beyond this is the *Casino*, with tennis-courts, etc. Nearly opposite (left) is the *Congregational Church*, in front of which is a *Bell Tower*, erected by David Dudley Field to the memory of the Indian Mission and his deceased grandchildren. Also to the left is the entrance to the *Stockbridge Golf Links* (18 holes). The most interesting part of the *Cemetery* (right) is the enclosure of the Sedgwick family, with the grave of the authoress Catharine M. Sedgwick (1789-1867). The *Edwards Monument*, also to the right in Main St., was erected in 1871 by the descendants of Jonathan Edwards. To the left is the beautiful *Dwight Place*, beyond which, on the same side, is the

interesting **Old Burial Ground of the Stockbridge Indians*, with an appropriate monument (*View). The road diverging to the right at the Edwards Monument leads to a *Park*, laid out and presented to the town by Cyrus W. Field (view).

In the part of Main Street to the E. of the Episcopal church is the *Jackson Library and Reading Room* (10,000 vols.; open to strangers), containing the table on which Jonathan Edwards wrote his 'Freedom of the Will'. A little farther on is the *Academy*, with *Laurel Hill* behind it.

To Ice Glen, 1¼ M. From the railway-station we follow the track to the left (E.) to (6 min.) a stile to the right, where we cross the fence. The path to the glen runs to the right (up the hill). **Ice Glen*, a cleft in Bear Mt. (see p. 178), is a wild, cold, and narrow rocky ravine, in the caverns of which ice may be found in midsummer and which forms a startling contrast to the surrounding scenery. At (15-20 min.) the upper end of the glen we pass through a gate into a pasture, across which we descend by a faint path to (5 min.) the road (gate here marked 'Path to Ice Glen'). Following the road to the right, we regain the station in ¼ hr.

*From Stockbridge to Monument Mt. (there and back 9-10 M., or 3-4 hrs.). From the Red Lion we descend Main St. to the left. It bends to the left, passes the Indian Burial Ground (see above), and (⅔ M.) crosses the *Housatonic*. We then turn to the left and in a few hundred paces cross the railway. Avoiding the road to the right here, we continue in a straight direction to (¾ M.) the cross-roads, where we keep to the left. The road soon dwindles to a lane and begins to ascend. ¾ M. *Smith's Farm*, 325 ft. above Stockbridge (view). Here we should ask the way across the pasture, which ascends to the left to (8 min.) a gate leading into the wood. The route through the forest is by an old and winding cart-track, now seldom used for driving. In 20 min. it is joined by another track from the right. A few yards beyond this, to the left, is a small patch of grass, with a slab of rock. A steep footpath ascends hence over rocks to (5-10 min.) the chaotic, rocky top of **Monument Mt.* (1710 ft.), which commands a magnificent *View of the Housatonic Valley and the Berkshire Hills. The rock-formations (white quartz) are very fine, especially one huge detached pinnacle known as the 'Pulpit'. Ladies or others who object to scrambling should now return to the cart-track and either retrace their steps or follow it to the left to (25 min.) the Great Barrington road. A little time is saved, however, by descending the indistinct path on the other side of the summit, which merges (¼ hr.) in a grassy wheel-track, that joins (3 min.) the above-mentioned cart-track about 10 min. from the Great Barrington road. Here we turn to the left for (3¾ M.) *Stockbridge*, a dusty highroad walk which we may avoid by having a carriage to meet us. Through the liberality of *Miss Butler*, Monument Mt. was presented to the State in 1900 as a free public reservation (memorial tablet at the head of the above-menlioned 'indistinct path').

From Stockbridge to Lenox via Lake Mahkeenac and Bald Head, 8-9 M. We follow the road leaving Main St. at the Episcopal church and take the first road to the left. The road ascends *Prospect Hill* (*View of Stockbridge), passing Heaton Hall (p. 176), and for a mile or two is lined with handsome 'places'. To the right is *Rattlesnake Hill*. After about 3 M. we see the **Stockbridge Bowl* or **Lake Mahkeenac* (ca. 920 ft.) below us to the left. At the (1 M.) fork near the N. end of the lake we follow the left branch ('to Lenox and Pittsfield'). At (¾ M.) the next fork we again keep to the left, passing (on the lake, to the left) the scanty remains of the house in which Nathaniel Hawthorne lived in 1849-51, and wrote the 'House of the Seven Gables' and other works. ¾ M. Opposite the pretty home of Mr. Higginson, we take the central of three roads (driving to this point advisable in hot or dusty weather), and immediately afterwards follow the road to the left between two private roads. A very little

farther on we ascend to the right by a steep lane. In 20-30 min. we see the bare grassy top of **Bald Head** or *Mt. Prospect* (1583 ft.) to the right, which we reach by crossing the fence and grass to (5 min.) the cairn. *View to N. and S., including Lenox, the Stockbridge Bowl, and Monument Mt. We may now return to the lane and follow it round a wooded hill and down to (2½ M.) Lenox. Or we may descend the cart-track in the hollow between Bald Head and the wooded summit to the N., which leads toward Lenox but soon dwindles to a trail and finally disappears (this route not advisable for ladies or elderly people). At (10-15 min.) the foot of the hill we emerge from the wood on a field, where we climb the fence and continue in the general direction of (1½ M.) Lenox, which is seen in front. There are so many private roads here, that it is impossible to give precise directions, but it is scarcely possible to go far wrong. *Lenox*, see below.

From Stockbridge to Lenox Station by Electric Tramway (comp. p. 175), 9½ M., in 35 min. (starting hourly; fare 20 c.). From the station a branch-line runs to (2½ M.) the village. The chief intermediate station is (½ M.) **East Lee** (805 ft.; *Greenock Inn*, from $ 2½; *Morgan Ho.*, $ 2), a village with paper-mills and quarries of marble (used for the Capitol at Washington, etc.). Pop. (19.0) 3598. A fine drive may be taken through the *Hopbrook Valley* to *Fernside* (1160 ft.; now owned by a club), *Tyringham*, and *Monterey* (12 M.). — *Lenox*, see below.

Excursions are also made from Stockbridge to *Mohawk Lake*, 2¾ M. to the W.; *Lake Averic*, 3 M. to the N.W.; *Eldon's Cave*, in *Tom Ball Mt.*, 3½ M. to the W.; over the old *Burgoyne Road* (*Bear Mt.*; views); *Great Barrington* (8 M.); *West Stockbridge* (5 M.), etc.

Lenox (1270 ft.; *Aspinwall*, with splendid view; *Curtis Hotel*, $ 3-5, open all the year round; numerous boarding-houses), beautifully situated on a ridge, 2½ M. to the W. of the railway-station (p. 174) and 6 M. to the N. of Stockbridge, is the Newport of the Berkshires and makes an even greater impression of wealth and luxury than the real Newport. Pop. (1900) 2942. The main street, shaded with elms, contains the hotels, a *Club*, and a *Public Library* (with assembly hall, etc.), while the slopes and crests of the surrounding hills are covered with large and often beautiful country houses. Driving, riding, golf (tournaments in autumn), and lawn tennis (tournament in Oct.) are the favourite amusements; horse races are held in the Lee Pleasure Park, and the annual 'Tub Parade' (of carriages) is a regular institution. *Fanny Kemble* (1811-93) and *Henry Ward Beecher* (1813-87) are among the most famous of former Lenox residents. In front of the Curtis Hotel is a statue of *General John Paterson* (1744-1808). Comp. 'Lenox and the Berkshire Highlands', by *R. De Witt Mallary* (1902; illus.; $ 1.75).

The best way to see Lenox is to hire a carriage, with an intelligent driver, and spend 2-3 hrs. in driving about the network of excellent private roads (open to light vehicles only) of which the place consists. The grounds of many of the houses are open to the carriages of visitors. The *William Sloane* and *Lanier Places* adjoin each other and command a superb *View. Perhaps the finest grounds are those of the *Rathbone Place*, now owned by *Mr. John Sloane*. The *Westinghouse Place* has drives and walks of powdered marble. The *Stokes House* is built round a tree. The *Foster Mansion*, by Thos. Hastings of New York, is a picturesque Renaissance structure of white marble and red brick. The *Perch*, the home of Fanny Kemble (see above), still stands opposite the Foster Mansion.

The Drives and Walks round Lenox are very attractive, and one can scarcely go wrong in any direction. Among the favourite excursions are those to the top of *Bald Head* (2½ M.; see above); the *Stockbridge*

Bowl (2½ M.; p. 177) and *Stockbridge* (6 M.; p. 176); *Laurel Lake* (Laurel Lake Inn, $ 2) and the *Highlawn Farm*, a famous horse-breding establishment, 2¾ M. to the S.E.; *North Lenox Mt.* and *Yokun's Seat* (2080 ft.; named after a chief of the Lenox Indians), 4-4½ M. to the N.W.; *Pittsfield* (6 M.; see below); the settlement of the *Lebanon Shakers* (see below) and *Perry Peak* (2060 ft.; view), 9 M. to the N.W.; *October Mt.*, 4 M. to the N.E. *Richmond*, 4½ M. to the W., is celebrated for its parallel trains of boulders, described by Sir Chas. Lyell. Short walks may be taken to (¾ M.) the *Ledge*, the (1 M.) *Pinnacle*, the *Lily Pond* (1½ M.), the *Schermerhorn Woods*, etc.

Electric Tramway from Lenox Station to Pittsfield (comp. p. 175), 7½ M. (in 25 min.), starting every ½ hr. (fare 15 c.).

Pittsfield (1010 ft.; **Maplewood*, North St., $ 3-4½; **The Wendell*, from $ 3; *American Ho.*, open all the year, $ 2-3; *Burbank Ho.*, commercial, $ 2; *Beach Grove*, from $ 2; *Rail. Restaurant*), the chief city of Berkshire County, with (1900) 21,766 inhab., is finely situated on a plateau surrounded by hills. It was named in 1761 in honour of the elder Pitt.

The public green in the centre of the city, named the 'Heart of Berkshire', bears the original statue of the *Massachusetts Colour Bearer*, by Launt Thompson, which has been reproduced at Gettysburg (p. 295). Among the buildings round the green are two *Churches*, the white marble *Court House*, and the *Berkshire Athenaeum* (with the *Berkshire Historical Society*, a public library of 50,000 vols., a gallery of art, and a museum). The *Bishop Training School for Nurses*, the *House of Mercy*, the *Old Ladies' Home*, and the small *R. C. Cathedral of St. Joseph* may also be mentioned. Pittsfield is the headquarters of the *Agassiz Association* for the study of natural history, which has many local 'chapters' in different parts of the world (president, H. H. Ballard). Among the many interesting and attractive private residences are the *Appleton* or *Plunkett House*, in East St., where Longfellow wrote 'The Old Clock on the Stairs' (clock still in the house), and the quaint old *Kellogg Place*, also in East St. The *Cemetery* contains fine old trees and a large red granite obelisk. *Oliver Wendell Holmes* lived for some time at a small villa, 2 M. to the S., on the road to Lenox, and Pittsfield claims to be the scene of 'Elsie Venner'. *Herman Melville* lived at Arrowhead, also on the road to Lenox; and in the early days of the 19th cent. *Elkanah Watson*, the friend of Washington and Lafayette, occupied what is now the *Country Club*, surrounded by extensive and beautiful grounds. The *Rev. Dr. John Todd* (1800-1874), author of the well-known 'Lectures to Children', was long pastor of the Congregational Church. Electric cars traverse the principal streets.

About 2 M. to the W. of Pittsfield lies *Lake Onota*, on the E. shore of which a public park has been laid out. The excursion may be continued in the same direction, by the 'Interstate Road' across the *Taconic Mts.*, to (7 M.) **Lebanon Springs** (*Columbia Hall*, $ 3-4; *Berkshire Inn*, *Taconic Inn*, $ 3), the waters of which are useful in cutaneous and liver complaints). The Shaker village of *Lebanon* is 2 M. to the S. of the Springs (interesting Sunday services; meal at inn 75 c., advisable to telephone from Pittsfield). — *Pontoosuc Lake* (boating), reached by electric car, lies 2¼ M. to the N. of Pittsfield, on the road to (20 M.) Williamstown (p. 180). *Lanesboro*, 2½ M. farther on, was the birthplace of 'Josh Billings' (H. W. Shaw; 1818-85). — On the slopes of the Taconic Mts., to the N.W. of Lake Onota, are the *Lulu Cascade* (4 M.) and *Berry Pond* (5 M.). — Among the 'Opes', or view-commanding vales, in this neighbourhood, is the '*Ope of Promise*', affording a view of the '*Promised Land*'. — The *Balance Rock* is 2 M. to the N. of Lake Onota and 2 M. to the W. of Pontoosuc Lake. — *South Mt.* (1360 ft.), 2 M. to the S., commands a view of Pittsfield, Lake Onota, Greylock, etc. — Other favourite points for excursions are *Potter Mt.* (2400 ft.), 8 M. to the N.W.; the *Wizard's Glen*, 4 M. to the N.E.; the *Wahconah Falls*, 8 M. to the N.E.; *Lake Ashley* (1920 ft.), 6 M. to the S.E.; *Perry Peak* (see above;

8 M.), etc. — A little to the N.E. of the city is the fine *Allen Stock Farm* (trotting-horses), near which is the old house of *Judge Ben. R. Curtis* (1809-74). *Greylock* (see below) may be ascended by taking the electric tramway (see above) past Pontoosuc Lake and Lanesboro (p. 179) to (7 M. farther) *New Ashford* and then diverging to the right by a mountain-road passing round the back of the *Sugar Loaf* (2040 ft.; comp. Map).

An account of many of the other excursions from Pittsfield is given in a pamphlet distributed gratis by the 'Berkshire Life Insurance Co.', Pittsfield. Most of the roads are well provided with finger-posts.

The N. part of Berkshire County is much less known than the S., and there is no important centre for visitors between Pittsfield and North Adams and Williamstown, 20 M. to the N.

The Electric Tramway from Pittsfield to North Adams (21 M., in 1½ hr.; fare 30 c.) runs viâ *Lanesboro* (p. 179), *Cheshire* (p. 172), *Cheshire Harbor* (p. 172), and *Adams* (p. 172).

North Adams (700 ft.; *New Richmond*, $2-4; *Wellington*, $2½-3; *Darrow*, $2), a manufacturing city in the narrow valley of the *Hoosac*, with (1900) 24,200 inhab., is a station on the Fitchburg Railroad (see p. 173) and the terminus of a branch of the Boston & Albany R.R. (see p. 172). It is also connected with (6 M.) *Williamstown* (see below) by electric tramway (fare 20 c.).

About 1 M. to the N.E. of North Adams is the *Natural Bridge*, a narrow rocky archway spanning the Hudson Brook at a height of 50-60 ft. — The W. end of the **Hoosac Tunnel** (p. 173) is 2 M. to the S.E. of N. Adams, and a favourite excursion is over the *Hoosac Mt.* (2270 ft.) to (9 M.) the E. end of the tunnel and *Hoosac Tunnel Station* (Rice's Hotel, $2).

Ascent of Greylock (8 M.; road), the highest mountain in Massachusetts, now kept as a State Reservation. We follow the Williamstown road (to the W.) for a short distance and then turn to the left into the road through the *Notch* (views), passing (1½ M.) the *Notch Brook Cascade*, 30 ft. high. About 3 M. from N. Adams the new road, constructed by the *Greylock Park Association*, diverges to the right and leads through wood to (5 M.) the summit (easy gradient). About halfway up we have a view into the *Hopper* (1000 ft. deep). At the top are a view-tower (40 ft. high) and a small inn. The *View from **Greylock** (3505 ft.) includes Adams, N. Adams, Pittsfield, the valleys of the Hoosac and Housatonic, and most of the Berkshire Hills. Farther off are the Catskills to the S.W., the Green Mts. to the N., Mts. Monadnock and Wachusett to the E., and Mts. Tom and Holyoke to the S.E. — Greylock may also be ascended by a some what trying trail through the Hopper (see above). The descent may be made on the S.E. side to *Cheshire Harbor* (p. 172) or to the S.W. by a new road leading to *Lanesboro* (p. 179) and (15 M.) *Pittsfield* (p. 179).

Williamstown (595 ft.; *Taconic*, from $4; **Greylock*, $3-4; *Idlewild*, at S. Williamstown, 5 M. from the rail. station, $2½; *Cosmo Ho.*, $2), 5 M. to the W. of N. Adams and 1 M. to the S. of the rail. station (p. 173; omn. 25 c.; electric tramway), lies on the *Green River*, an affluent of the Hoosic. Pop. (1900) 5013. It is the seat of *Williams College* (350-400 students), the buildings of which are the chief feature of the village. Among the most modern are the *Mark Hopkins Memorial Hall* and the *Thompson Memorial Chapel* (1904; one of the handsomest college-chapels in the country; memorial window to President Garfield, a graduate of the college). The *President's House* and two of the *Fraternity Houses* (Delta Kappa Epsilon and Alpha Delta Phi) are good specimens of Colonial archi-

tecture. The old *Van Rensselaer Mansion* of Albany (comp. p. 197) has been re-erected here as the chapter-house of the Sigma Phi Fraternity. The streets are prettily laid out, without fences, and are shaded by fine trees.

In *Flora's Glen*, 1 M. to the W., Bryant is often, but erroneously, said to have composed his 'Thanatopsis', at the age of eighteen. — The **Hopper* (p. 180), a huge gorge enclosed by two spurs of Mt. Greylock, is 5 M. to the S. (best seen from *Stony Ledge*, to the W. of the path mentioned at p. 180). — The top of *Greylock* is 10 M. distant by the new road (p. 180). — The **Taconic Range** rises about 3 M. from Williamstown, and good views are afforded by *Mt. Belcher*, *Mt. Hopkins* (*Berlin Mt.*; 2804 ft.), and other summits. The chief passes over this range are the *Petersburg Pass* (2075 ft.), the *Berlin Pass* (2190 ft.), the *Kidder Pass* (bridle-path), and the *Johnson Pass*. — The *Snow Glen* is 7 M. to the N.W., 2 M. to the N. of the Petersburg Pass. — Among the favourite drives are the '*Short Oblong*' (2 M.) and the '*Long Oblong*' (10 M.). Longer drives may be taken to *Pittsfield* (20 M.), *Lebanon Springs* (20 M.), *Hoosick Falls* (17 M.), etc. — A new electric tramway runs from Williamstown to (15 M.) *Bennington* (p. 196).

20. From New York to Montreal.

a. Viâ Connecticut Valley.

450 M. New York, New Haven, & Hartford Railroad to (136 M.) *Springfield* in 3½-4½ hrs.; Connecticut & Passumpsic Division of the Boston & Maine R. R. thence to (50 M.) *South Vernon* in 1¼-2 hrs.; Central Vermont R. R. thence to (10 M.) *Brattleboro* in ⅓ hr.; Connecticut River Division of the B. & M. R. R. thence to (64 M.) *White River Junction* in 1¾ hr.; Central Vermont R. R. thence to (163 M.) *St. Johns* in 5-6 hrs.; Grand Trunk Railway thence to (27 M.) *Montreal* in ¾-1 hr. (through-fare $ 10.65; sleeper from Springfield $ 2; express from New York to Montreal in 13¼-15½ hrs.). — Trains run to *Quebec* by this route (diverging at White River Junction) in 21-22 hrs. (fare $ 12). Through-trains run to *Fabyan's* in the White Mts. (R. 16) in 10½ hrs. (fare $ 7; parlor-car $ 2).

From *New York* to (136 M.) *Springfield*, see R. 4a. We herej oin the *Connecticut & Passumpsic Division of the B. & M. R. R.*, which ascends the beautiful **Valley of the Connecticut*, chiefly on the W. bank of the river (views mainly to the right). 140 M. *Chicopee* (Columbian, $ 2; Kendall, $ 1½), an industrial town of (1900) 19,167 inhab.; with cotton-mills, a bronze-foundry, etc. *Chicopee Falls*, 2 M. to the E., also with cotton-mills, was the home of *Edward Bellamy* (d. 1898), author of 'Looking Backward' and 'Equality'. Tobacco is grown in this part of the valley. — The train crosses the *Chicopee River* on leaving Chicopee, and the Connecticut on entering (144 M.) **Holyoke** (95 ft.; *Hamilton*, $ 2½-3; *Murray*, $ 2-2½), an industrial city with (1900) 45,712 inhab., possessing the greatest water-power in New England and said to be the chief paper-making place in the world (800 tons daily; value of manufactures in 1900, $ 26,000,000). The river has a fall of 60 ft. and is bridled by a huge dam, 1000 ft. across. Canoeing is a favourite pastime here. From Holyoke a mountain-railway ascends to the top of *Mt. Tom* (1215 ft.; *View; see also below), which is now a State Reservation. — Beyond (149 M.) *Smith's Ferry* we pass between *Mt. Holyoke* (p. 182) on the right and Mt. Tom (see above) on the left. From (151 M.) *Mt.*

Tom a branch-line runs to (4 M.) *Easthampton*, a manufacturing town and the seat of *Williston Seminary*, a leading school in preparing boys for college. — We now pass the famous 'Ox Bow' of the Connecticut, which lies to the left and is no longer the main channel of the river.

153 M. **Northampton** (125 ft.; *Plymouth Inn; Norwood*, $2½-3½; *Hampton House, Mansion Ho.*, $2½), 'the frontispiece of the book of beauty which Nature opens wide in the valley of the Connecticut', is a lovely elm-shaded city of (1900) 18,643 inhab., on the W. bank of the Connecticut. It is widely known as an educational centre.

The chief of its educational institutions is **Smith College**, one of the leading colleges for women (1000 students). It possesses an art-gallery, a handsome library building, a music-hall, a gymnasium, a club for the students, etc. Other large buildings are *Memorial Hall* (with the Public Library), the *State Lunatic Asylum* (1 M. to the S.W.), the *High School* (1895), and the *Clarke Institution for Mutes*. The last stands on *Round Hill*, which commands a good view of the town.

The chief of the numerous delightful excursions from Northampton is that to the top of ***Mt. Holyoke** (955 ft.; *Prospect Ho.*, at the top, $2½-3), 2 M. to the S.E. A carriage-road leads to a small mountain-railway which surmounts the last 600 ft. (return-fare $1; toll for walkers 50c.). The exquisite *View from the summit includes the Connecticut Valley, the Hoosac Mts. and Greylock (W. and N.W.), Mt. Tom (S.W.), Springfield and the E. and W. Rocks at New Haven (S.; on an exceptionally clear day), Mt. Wachusett (E.), Amherst (p. 83) and Monadnock (N.E.), and the Green Mts. (N.). — *Mt. Nonotuck* (850 ft.), the N. peak of *Mt. Tom* (p. 181), is easily reached viâ Mt. Tom station (see above; *View). — **Hadley** (*Elmwood Ho.*, $2), a beautiful New England village, 2½ M. to the N.E. of Northampton, is celebrated for its magnificent *Avenue of elms (275 ft. wide). The regicide Whalley lived in concealment at Hadley for 15 years (1664-79). At *South Hadley*, 6 M. to the S., and connected with Holyoke by electric tramway, is the *Mt. Holyoke College for Girls* (400 pupils). — *Amherst* (p. 83) is 7 M. to the N.E. of Northampton. Both Hadley and Amherst are connected with Northampton by the Mass. Central R. R. (B. & M. system).

Beyond Northampton the train passes near the *Great Bend of the Connecticut* and then leaves the river. *Hadley* (see above) is seen to the right. 157 M. *Hatfield* (150 ft.). From (164 M.) *South Deerfield* (205 ft.) we may ascend *Sugar Loaf Mt.* (710 ft.), which rises to the right. *Mt. Toby* (p. 172) is on the opposite side of the river. A little farther on, to the right, is a monument marking the battlefield of *Bloody Brook*, where Capt. Lathrop and 80 young men, 'the flower of Essex Co.', were killed by Indians in 1675. 169 M. *Deerfield* (220 ft.), a pretty village at the foot of *Deerfield Mt.* (700 ft.), with (1900) 1969 inhabitants. The building of the *Pocumtuck Valley Memorial Association* contains a collection of relics. — We cross the *Deerfield* and at (172 M.) *Greenfield* (see p. 172) intersect the Fitchburg line. Beyond (179 M.) *Bernardston* the Connecticut again comes into sight on the right, and this part of the valley is very picturesque. Tobacco and maize are cultivated. 186 M. *South Vernon* is the junction of lines to Nashua (p. 151) and New London (p. 84).

196 M. **Brattleboro** (*Brooks Ho.*, $2¼-3; *Brattleboro Hotel*, $2), a large village with (1900) 6640 inhab., charmingly situated on the W. bank of the Connecticut, is the centre of the maple-sugar in-

dustry of Vermont. It was the birthplace of Wm. M. Hunt (1824-79), the painter, and Richard M. Hunt (1828-95), the architect. The *Public Library* contains 15,000 vols. and some natural history collections. The *Estey Organ Works* here turn out 20,000 organs yearly. In the *Cemetery* (view) is an elaborate monument to the notorious *Jim Fisk* (1835-72). A road ascends to the top of *Wantastiquet Mt.* (1364 ft.; view), on the opposite side of the river. Mr. Rudyard Kipling's American home lay 3 M. to the N. of Brattleboro. — 220 M. **Bellows Falls,** see p. 148. — We now cross to the E. bank of the river and leave Vermont for *New Hampshire.* Beyond (238 M.) *Claremont Junction* (line to *Concord*, see p. 152) we cross the deep gorge of the *Sugar River* by a bridge 105 ft. high. We recross the Connecticut River to (246 M.) *Windsor* (Windsor Ho., $2), the station for ***Mt. Ascutney** (3320 ft.; *Rfmt. Ho.*, at the top; *View).

260 M. **White River Junction** *(Rail. Restaurant)*, see p. 153.

Trains for *Quebec* and for *Montreal* viâ *Sherbrooke* part company from our route here and continue to follow the Connecticut Valley to *Wells River* (p. 156). The second station on this route is (5 M.) *Norwich*, whence omnibuses run to *Hanover* (Hanover Inn, $ 2-3), ¾ M. to the S.E., the seat of **Dartmouth College** (320 students), the *alma mater* of Daniel Webster, George Ticknor, G. P. Marsh (the philologist), Rufus Choate, and Chief-Justice Chase. *Dartmouth Hall*, a fine old Colonial building, was burned down in 1904 but at once rebuilt. The *College Park* is pretty, and its *Art Gallery* contains some interesting portraits.

The train then crosses the *Ompompanoosuc*, passes (36 M.) *Newbury*, a pretty village in the *Ox Bow* 'intervales' of the Connecticut, and goes on to (40 M.) *Wells River*, where it joins R. 15c.

For a description of our present route to (190 M.) **Montreal** (the shortest from this point), see p. 153.

b. Viâ Albany (or Troy), Saratoga, and Lake Champlain.

384 M. New York Central & Hudson River Railroad to (143 M.) *Albany* in 2¾-4 hrs.; Delaware & Hudson Railroad thence to (241 M.) *Montreal* in 8¼-8¾ hrs. (through-express in 10¾-12¼ hrs.; through-fare $ 10.65, parlor-car $ 2, sleeper $ 2; best views to the left as far as Albany, then to the right).

This is the shortest and most direct route from New York to Montreal, Lake George, and Lake Champlain. Those who have not seen the *Hudson* should go by Steamer to Albany (see p. 186); and they may also leave the train for the steamer on *Lakes George* and *Champlain*.

From New York to (143 M.) *Albany*, see R. 21. Beyond Albany we follow the tracks of the *Delaware and Hudson Railroad*, which traverses a very interesting district, skirting *Lake George* (p. 227), *Lake Champlain* (p. 230), and the *Adirondack Mts.* (p. 209). — The line passes the *Rural Cemetery* and reaches (150 M.) *Watervliet*, with a large United States Arsenal, situated on the Hudson, opposite *Troy* (p. 185). — 152 M. **Cohoes** (*Harmony*, $ 2-2½), a prosperous manufacturing city with (1900) 23,910 inhab. and the huge *Harmony Cotton Mills* (6650 looms, 2800 operatives), is situated at the ***Falls of the Mohawk River** (75 ft. high, 900 ft. wide), which the train crosses here by a long bridge (view of falls to the left). — At (154 M.) *Waterford Junction* the Albany division unites with the main

line coming from (6 M.) *Troy*. — At (159 M.) *Mechanicville*, where the B. & M. Railroad joins ours (see p. 173), we turn to the N.W. (left) and quit the Hudson. 165 M. *Round Lake* (Wentworth, $2-3; Lenox, Orient, $2), with a well-known Methodist camp-meeting ground and summer-schools (lake to the right). — 175 M. *Ballston Spa* (Lincoln, Eagle, Medberry, $2), with mineral springs, is the junction of a line to *Schenectady* (p. 232) and *Binghamton* (p. 244).

180 M. **Saratoga** *(Rail. Restaurant)*, see p. 225.

Beyond Saratoga the train runs to the N.E. and crosses the Hudson at (197 M.) *Fort Edward* (St. James, Hudson, $2), where, however, all traces of the fort, built in 1755, have disappeared. Passengers for the Lake George steamer diverge here (see below).

From Fort Edward to Caldwell, 14 M., railway in ¾-1 hr. The railway ascends the Hudson, which here makes numerous falls. — 5 M. **Glens Falls** (300 ft.; *Rockwell Ho.*, $2½-3; *Hotel Ruliff*, $2), an industrial city with (1900) 12,613 inhab., where the Hudson forms a picturesque 'Fall of 50-60 ft. The island below the fall is the scene of some well-known incidents in *Cooper's* 'Last of the Mohicans'. — Beyond Glens Falls the train passes *Glen Lake* (r.), reaches a height of 575 ft., and then descends rapidly through a wooded defile, affording fine views of lake and mountain. To the left, 2 M. from Caldwell, is the *Williams Rock*, a boulder marking the spot where Col. Ephraim Williams (founder of Williams College, p. 180) was killed and his 1200 men were defeated by the French and Indian army of Dieskau, which was in turn defeated, also with the loss of its commander, by Sir Wm. Johnson (Sept. 8th, 1755). Hard by, just to the left of the railway, is the *Bloody Pond*, into which the dead bodies were thrown. — 14 M. **Caldwell** (400 ft.), at the head of Lake George, see p. 228

Beyond Fort Edward our train leaves the Hudson and descends the valley of *Wood Creek*. 209 M. *Fort Ann*, the site of a fort of 1757, near which Gen. Putnam was defeated and captured by the French and Indians in 1750. — 219 M. **Whitehall** (*Hall Ho.*, $2), the junction of a line to *Rutland* (p. 149), is a lumbering village of (1900) 4377 inhab., situated at the foot of *Skene Mt.* (525 ft.) and at the S. extremity of *Lake Champlain* (p. 230).

The train crosses the *South Bay* and follows the W. bank of Lake Champlain, which is at first more like a river than a lake. — 241 M. *Fort Ticonderoga* (see p. 230), at the foot of *Mt. Defiance* (870 ft.), is the junction of a line to (5 M.) *Baldwin*, on Lake George (see p. 229), and the starting-point of the steamer on Lake Champlain to *Plattsburg*, etc. (see p. 230). — The train threads a tunnel. 243 M. *Addison Junction*, for a line to *Leicester* and *Rutland* (p. 149); 251 M. *Crown Point* (p. 231); 259 M. *Port Henry* (p. 231). The *Adirondack Mts.* now rise prominently to the left. From (270 M.) *Westport* (p. 214) coaches run to *Elizabethtown*, *Keene Valley*, and *Lake Placid* (see p. 215). The train passes behind *Split Rock Mt.* (1035 ft.; right) and emerges on the wider part of Lake Champlain (views). The rocks to the left rise precipitously. — 284 M. *Willsborough*. — 298 M. *Port Kent* (p. 231), the junction of a line to (2 M.) *Ausable Chasm* (p. 214) and (6 M.) *Keeseville*. — 306 M. *Hotel Champlain* and *Bluff Point* (see p. 231).

309 M. **Plattsburg** (100 ft.; *Fouquet Ho.*, $2½-4; *Witherill, New Cumberland*, $2½-3½; **Rail. Restaurant*, meals 75 c.), a small town with 8434 inhab., is pleasantly situated on the W. shore of *Lake Champlain* (comp. p. 232), at the mouth of the *Saranac River*. It is a convenient starting-point for excursions on the lake, and it is the junction of branch-railways to *Ausable* and *Saranac Lake* (p. 213). It is 9 hrs. from New York by express-train. The *U. S. Military Post* at Plattsburg consists of 12 companies and is one of the largest and most important in the country (dress parades, guard-mounts, etc.). About 2 M. to the S., adjoining the grounds of the Hotel Champlain (p. 231), is *Cliff Haven*, the headquarters of the *Roman Catholic Summer School of America*, corresponding in organisation and importance to the Protestant gathering at Chautauqua (p. 345). The attendance is very large. The reading circles of several states have small hotels or club-houses of their own.

From Plattsburg to Ausable Forks, 23 M., railway in ¾-1½ hr. (fare $1). — The line runs to the S.W. through the valley of the *Little Ausable*. From (23 M.) *Ausable Forks* coaches run to *Wilmington* (p. 216; $1) and *Lake Placid* (p. 215; $2½).

Our line now leaves Lake Champlain and traverses a somewhat monotonous district. 319 M. *West Chazy* (Adirondack Inn, $2) is the junction of an alternative route to Montreal. — 334 M. *Rouse's Point* (Windsor, $2½-3), at the N. end of Lake Champlain, is the frontier-station. We then descend along the left bank of the *Richelieu* to (357 M.) *St. John's* (p. 151). Hence to —

384 M. **Montreal**, see *Baedeker's Canada*.

c. Viâ Troy, Rutland, and Burlington.

403 M. New York Central & Hudson River Railroad to (149 M.) *Troy* in 4-5 hrs.; Boston & Maine R. R. thence to (30 M.) *White Creek* in 1⅓ hr.; Rutland R. R. thence to (122 M.) *Burlington* in 3¾-4½ hrs.; Central Vermont R. R. thence to (102 M.) *Montreal* in 2½-3¾ hrs. (through-trains in 12½-13 hrs.; fares as above). — This line is the direct route from New York to *Burlington* (p. 149) and the *Green Mts.* (p. 153).

From New York to (142 M.) *Rensselaer*, see R. 21b.

149 M. **Troy** (*Fifth Avenue*, $2½-3; *Mansion Ho.*, $2-2½; *Windsor*, R. from $1), a busy industrial city of (1900) 60,651 inhab., at the head of the steam-navigation of the Hudson. Its chief products are iron, Bessemer steel, railway rolling-stock, cotton and woollen goods, collars, and shirts. The *Rensselaer Polytechnic Institute* is a celebrated engineering school. The *Music Hall*, *Post Office*, and *Court House* are among the most prominent buildings. The fine *Public Library* contains a statue of *Miss Emma Willard* (1787-1870), after whom the large *Emma Willard Seminary* is named. The *Soldiers' & Sailors' Monument* is in Washington Square. Troy is famous for its laundries.

Troy is an important railway-centre, lines diverging in all directions (New York; Burlington and Montreal; Boston viâ the Hoosac Tunnel, etc.). The main line of the Del. & Hudson R. R. begins here and unites with the Albany division at *Waterford Junction* (p. 183).

Our train turns to the right (N.E.) and runs over the *B. & M. R. R.* to (179 M.) *White Creek*. We then run towards the N., with the *Green Mts.* at some distance to the right. 181 M. *North Bennington*, the junction for (5 M.) *Bennington*. 202 M. *Manchester* (690 ft.; Equinox Ho, $4), a summer-resort at the base of *Mt. Equinox* (3816 ft.), the *View from which includes the Catskills, the Berkshire Hills, Lake George, and Lake Champlain.

234 M. *Rutland* (Rail. Restaurant), and thence to —

403 M. **Montreal**, see R. 15a.

d. Viâ Utica and the Adirondacks.

470 M. New York Central & Hudson River Railroad in 12½-15 hrs. (fares as in R. 20b). This route crosses the *Adirondacks* (comp. p. 221), and forms the most convenient approach to many points in that district.

From *New York* to (238 M.) *Utica*, see R. 28a; from Utica to (405 M.) *Malone*, see R. 25d. The train here crosses the Rutland R. R. (from Ogdensburg to Rouse's Point and Alburgh; comp. p. 150) and continues to run towards the N. Beyond (413 M.) *Constable* we enter Canada. 419 M. *Athelstan;* 423 M. *Huntingdon*. At (435 M.) *Valleyfield* we reach the *St. Lawrence*, along the S. bank of which we now run to the right. 448 M. *Beauharnois;* 456 M. *Chateaugay*. At (461 M.) *Adirondack Junction* we connect with the C. P. R.

470 M. **Montreal**, see *Baedeker's Canada*.

21. From New York to Albany.

Comp. Map, p. 76.

a. By Steamer.

150 M. The finely-equipped steamers of the **Hudson River Line** ('Albany Day Line') leave New York every morning (except Sun.) in summer (ca. May 28th to Oct. 15th) from *Desbrosses St. Pier* at 8.40 a.m. and *22nd St.* (N. R.) at 9 a.m., and reach *Albany* about 6.10 p.m., calling at seven intermediate points (fare $2, return-fare $3½; private cabin $5). The largest steamer of this line (the 'New York') is 341 ft. long and has a speed of 22 M. an hour, while the 'Albany' is said to be even faster. Passengers by this line may see the most picturesque part of the Hudson in one day, returning from West Point, Newburgh, or Poughkeepsie by the sister boat, which reaches New York at 5.30 p.m. No freight is carried by the Day Line. — The **People's Line Steamers** leave *Pier 32* (foot of Canal St.) every week-day at 6 p.m., reaching *Albany* at 6 a.m. next day and making no intermediate stops (fare $1½, return $2½, berth 50 c.). — The **Citizen's Line Steamers** leave *Pier 46* daily, except Sat., at 6 p.m. and reach *Troy* about 6 a.m., calling at *Albany* on Mon. morning only (fare $1½, return $2½, berth 50 c.). — The 'Mary Powell' plies every afternoon from the foot of Desbrosses St. and 22nd St. to (95 M.) *Rondout* and *Kingston* (5½ hrs.; fare $1, return-fare $1½).

Those who wish to see the beauties of the Hudson should, of course, select the 'Day Line'; but the night-boats afford a comfortable and easy mode of travel. An excellent way of seeing the Hudson is to take the 'Mary Powell' to Newburgh (p. 189), spend a day or so here, and go on by day-boat to Albany. Good restaurants on board all the steamers (meals $¾-1; also à la carte). Through railway-tickets to Albany by the N. Y. C. R. R. or the West Shore R. R. are available on the Day Line steamer, and vice versâ.

The **Hudson River** rises in the Adirondack Mts., 4000 ft. above the sea (comp. p. 210), and flows into the Atlantic Ocean at New York after a nearly due S. course of 300 M. Its chief tributary is the *Mohawk*, which joins it on the W., a little above Troy. The mountains of the Hudson are part of the Appalachian system, the Highlands (see p. 189) being a continuation of the Blue Ridge. The Hudson has sometimes been called the 'American Rhine', but this title perhaps does injustice to both rivers. 'The spacious and stately characteristics of the Hudson, from the Palisades to the Catskills, are as epical as the loveliness of the Rhine is lyrical. The Hudson implies a continent beyond. For vineyards it has forests. For a belt of water, a majestic stream. For graceful and grain-goldened heights, it has imposing mountains. There is no littleness about the Hudson.... No European river is so lordly in its bearing, none flows in such state to the sea. Of all our rivers that I know, the Hudson, with this grandeur, has the most exquisite epi-odes. Its morning and evening reaches are like the lakes of a dream' *(G. W. Curtis)*. The E. bank, for many miles above New York, is sprinkled with handsome country-houses. The effect of the tide is perceptible as far as Troy, and the river is navigable for large steamers for 150 M. Sailing-vessels and yachts are abundant in the lower part of its course, while numerous 'tows' of coal-barges, grain-barges, and lumber-rafts are also encountered. Beyond the influence of salt water the Hudson freezes solid in winter, affording an ample harvest to the ice-cutter and a magnificent field for the exciting sport of ice-boat sailing. Its name is derived from *Henry Hudson*, a British navigator in the Dutch service, who in 1609 ascended the river in the 'Half Moon' as far as Albany, in search of a water-passage across the Continent. According to Ruttenber ('Indian Tribes of the Hudson River') the E. bank of the Hudson and part of the W. bank were occupied by the Mohicans, while the W. bank below the Catskills belonged to the Lenni Lenapes (Delawares) and above Cohoes to the Mohawks (Iroquois). The first steamboat that plied regularly for passengers was the 'Clermont' of Robert Fulton, which ran between New York and Albany in 1807, taking 36 hrs. for the trip. — See 'The Hudson River from Ocean to Source', by *E. M. Bacon* (1902; illus.; $4.50).

In the following description the terms right (R., r.) and left (L., l.) are used with reference to persons ascending the river.

As the steamer starts from its dock, we enjoy a good view of New York Harbour to the S., and as we proceed enjoy an admirable panorama of what Mr. Le Gallienne calls 'New York, with its turreted peninsula, singing like a forest of stone in the breath of the Atlantic'. On the right lies *Manhattan Island*, with the city of *New York*, while to the left, in the *State of New Jersey*, are *Jersey City* (p. 67), *Hoboken* (p. 67), and *Weehawken* (p. 67). Among the most conspicuous points to the right are the huge office-buildings in Broadway and Park Row (pp. 31-35), the dome of the 'World' Office (p. 35), the Post Office (p. 34), the New York Life Insurance Building (p. 38), the Flat-iron Building (p. 40), the Dakota Flats (p. 50), St. Luke's Hospital (p. 62), Riverside Park (p. 62), the Soldiers & Sailors Monument (p. 63), General Grant's Tomb (p. 63), Columbia University (p. 62), and the Convent of the Sacred Heart (p. 63). To the left are Stevens Castle (p. 67), the Elysian Fields (p. 67), *Union Hill Observatory*, *St. Michael's Observatory*, the West Shore Railroad Station (p. 8), the Guttenberg Brewery (p. 67), and *Pleasant Valley*. Near the end of Manhattan Island, 10-11 M. from the Battery, we pass between *Fort Lee* (p. 67), with its hotel, on the left, and the site of *Fort Washington* (p. 64) on the right. At Fort Lee begin the ***Palisades**, an extraordinary ridge of columnar basaltic rocks,

not unlike the Giant's Causeway, rising almost vertically to a height of 200-500 ft. and extending along the W. bank of the Hudson for about 15 M. The width of the mountains of which they form the E. escarpment is $^1/_2$-1$^1/_2$ M., and the W. slope is quite gentle. The quarrying and blasting operations, which threatened to mar the beauty of the Palisades, have been stopped; and it is planned to construct a wide boulevard along the bank. — To the right (13 M.) is *Spuyten Duyvil Creek* (p. 191).

16$^1/_2$ M. (r.) *Mt. St. Vincent Convent*, the buildings of which include *Fonthill*, formerly the home of Edwin Forrest, the actor. It is the American headquarters of the Sisters of Charity.

17 M. (r.) **Yonkers** (p. 191), with the old *Phillipse Manor House.*

21 M. (r.) *Hastings* (p. 191). Opposite is **Indian Head** (*View), the highest point of the Palisades. About $^1/_2$ M. farther on (l.) is the boundary between New Jersey and New York, both banks henceforth belonging to the latter. — 23 M. (r.) *Dobb's Ferry* (p. 191).

24 M. (r.) *Irvington* (p. 192). *Sunnyside*, Irving's house, $^3/_4$ M. above, can scarcely be distinguished from the steamer. Opposite (l.) lies *Piermont*, with the long pier of the Erie Railroad. About 2 M. to the S.W. of Piermont is the old village of *Tappan*, where André was executed (Oct. 2nd, 1780). — The Palisades here lose their wall-like character, and the Hudson expands into the lake-like expanse of the **Tappan Zee,** 10 M. long and 3-4 M. wide.

25 M. (r.) *Lyndehurst* (p. 192), the residence of the late Jay Gould (d. 1892), loftily situated, with a tall tower.

27 M. (r.) *Tarrytown* (p. 192), whence a steam-ferry plies across the Tappan Zee to (3 M.) **Nyack** (*Tappan Zee Ho.*, $3-5; **St. George Hotel*, with restaurant, near the landing, $2-3), a brisk little village, the terminus of the Northern Railroad of New Jersey. The *Dutch Church* in *Sleepy Hollow* (p. 192), about $^3/_4$ M. above Tarrytown, is hardly distinguishable.

30-32 M. (l.) *South Hook Mt.* (730 ft.) and *North Hook Mt.* (610 ft.). *Rockland* lies just beyond the latter.

32 M. (r.) *Ossining* (p. 192), with the low white-marble prison at the water's edge.

33 M. (r.) Estuary of *Croton River* and *Croton Point* (p. 192). Here, off *Teller's Point*, the extremity of the peninsula, the 'Vulture' anchored when she brought André to visit Arnold (p. 189).

The steamer now enters **Haverstraw Bay,** which is 4 M. wide.

37 M. (l.) **Haverstraw** (p. 192), at the N. base of *High Tor* (820 ft.). The *Highlands* (p. 189) are visible in the distance.

40 M. (l.) *Stony Point*, at the N. end of Haverstraw Bay, now marked by a lighthouse, was the site of a fort taken by the British on June 1st, 1779, and re-captured at the point of the bayonet by Gen. Wayne ('Mad Anthony'; p. 287) six weeks later. It has been bought by the 'Daughters of the American Revolution' for preservation as a national memorial. The river here is only $^1/_2$ M. wide, and on

the E. bank is *Verplanck's Point*, the site of *Fort Lafayette.* — 41 M. (l.) *Tompkin's Cove*, with limestone quarries. — 43 M. (l.) *Kidd's Point* or *Caldwell's Landing;* r. *Peekskill.*

The river makes an abrupt bend to the left here, and the Dutch mariner Jan Peek is said to have followed the *Peek's Kill* (r.) under the idea that it was the Hudson, until his ship ran aground. Above Caldwell's Landing rises the **Dunderberg** (865 ft.), and to the N. of Peekskill is *Manito Mt.*, with the camp of the *New York State National Guard.* — We here pass through the S. gate of the ***Highlands,** the beautiful hill-girt section of the river extending from this point to near Newburgh (see below).

46 M. (r.) **Anthony's Nose** (900 ft.), a lofty summit, deriving its name, according to Diedrich Knickerbocker's familiar and humorous account, from the 'refulgent nose' of the Dutch trumpeter, Anthony van Corlear. Nearly opposite are *Iona Island* (with a large store of naval ammunition), *Bear Hill* (1350 ft.), and the sites of *Forts Clinton* and *Montgomery.*

50 M. (r.) *Sugar-Loaf Mt.* (765 ft.), near the S. base of which lay the *Beverly Robinson House*, Arnold's headquarters, where he received the news of André's capture and whence he made his escape to the 'Vulture'. Opposite are the *Buttermilk Falls*, 100 ft. high (insignificant except after heavy rain), on the bluff above which is *Lady Cliff*, a large and finely situated school for girls.

52 M. (l.) **West Point** (p. 194), the site of the well-known *Military Academy*, various buildings of which are visible. To the N. is the *West Point Hotel* (p. 194), and above the 'Post' rises *Fort Putnam* (596 ft.). Steam-ferry to *Garrison* (p. 192).

Passing West Point, the steamer turns sharply to the left. The Battle Monument (p. 194) is now conspicuous. To the right, on the point known as *Constitution Island*, was long the home of *Miss Warner* (1818-85; buried in West Point Cemetery), author of the 'Wide, Wide World'.

54½ M. (l.) *Crow Nest* (1405 ft.), immortalized in *J. R. Drake's* 'Culprit Fay'. — r. *Cold Spring* (p. 192), at the foot of *Mt. Taurus* or *Bull Hill* (1425 ft.).

56 M. (l.) ***Storm King** or *Butter Mt.* (1530 ft.), with *Cornwall* (p. 195) at its N. base. — r. *Breakneck Mt.* (1635 ft.). Between these hills is the *North Gate of the Highlands*, issuing from which we pass the little *Polopel's Island* (r.). The mountains now trend to the N.E.

59 M. (l.) *New Windsor.* — r. *Dutchess Junction* (p. 192).

61 M. (l.) **Newburgh** (see p. 195). *Washington's Headquarters* (see p. 195), a one-storied stone building, with a timber roof, surrounded by trees and distinguished by a flag-staff, are seen just below the town. On the opposite bank lies *Fishkill* (p. 192).

67 M. (l.) *Duyvil's Dans Kamer*, a low flat rock on a promontory.

70 M. (l.) *Marlborough*, with fine Arbor Vitæ trees.

75 M. (r.) **Poughkeepsie** (see p. 193). The boats of the Day Line meet here, and passengers who wish to return to New York make direct connection. *Vassar College* (p. 193) is not visible. — l. *New Paltz Landing* (comp. p. 195).

The ***Poughkeepsie Railway Bridge,** which here spans the Hudson, constructed on the cantilever principle, is 2260 yds. long ($1^1/_4$ M.) and 200 ft. above high-water.

77 M. (r.) *Hudson River State Hospital for the Insane.* Numerous handsome residences are passed on the right, and large ice-houses on the left. It is estimated that the ice-industry of the Hudson represents a capital of $5,000,000 (1,000,000*l.*) and gives employment in winter to 15,000 men. Many of the estates on both banks are still in the hands of the 'Knickerbocker' families to which they were originally granted.

82 M. (r.) *Hyde Park* (p. 193). Just above is the residence of *F. W. Vanderbilt*, almost opposite which (l.) is the home of *John Burroughs*, the author.

87 M. (r.) *Dinsmore Point*, with the house of the late *Wm. B. Dinsmore*, long president of the *Adams Express Co.*, which began in 1840 with two men, a boy, and a wheel-barrow, and now has 14,000 men and 3200 waggons and carries parcels over 36,000 M. of railway.

91 M. (l.) **Kingston** and **Rondout** (see p. 195), at the mouth of the *Delaware and Hudson Canal* (p. 195). Opposite lies *Rhinecliff Landing* (p. 193; ferry 13 c.).

99 M. (r.) *North Bay* (above *Cruger's Island*), where Fulton built the 'Clermont' (p. 187), with the aid of Chancellor Livingston, a member of the influential New York family of that name. The *Livingston Manor House* is a large house in the Colonial style, on a knoll to the right.

100 M. (r.) *Tivoli*, whence a ferry runs to —

102 M. (l.) *Saugerties* (p. 196), with a lighthouse.

The **Catskill Mts.** (R. 24) now bound the view on the left. *Overlook Mt.* (3150 ft.), with its hotel, rises nearly opposite Tivoli, and next to it is *Plattekill* (3135 ft.), above Saugerties.

103 M. (r.) *Clermont*, the original seat of the Livingston family, descended from the Earls of Linlithgow (comp. above); it is a small house, almost hidden by the foliage. Nearly opposite is *Malden*, above which rises *Kaaterskill Mt.*, with the *Kaaterskill Hotel* and the *Catskill Mt. House* (p. 204).

108 M. (r.) *Germantown Station.* Just beyond this point we have the best view, to the left, of the supine figure of the '*Man in the Mountain*', whose knee, breast, and face (from S. to N.) are formed by different peaks of the Catskills. *Round Top* (3470 ft.), one of the highest of the Catskills, rises to the N. of the man's head.

115 M. (l.) *Catskill* (p. 203), at the mouth of the *Kaaterskill Creek.* This was the highest point reached by the 'Half-Moon' (p. 187), but Hudson sent small boats up as far as *Waterford* (p. 183), 4 M. above Troy. Numerous large *Ice Houses* to the left.

120 M. (r.) **Hudson** (p. 193). Steam-ferry to *Athens* (l.). The scenery is now less attractive. — 127 M. (l.) *Corsackie* (ferry). — 125 M. (r.) *Stuyvesant*. Numerous flat islands are passed. — 136 M. (r.) *Schodack*. — l. *Coeymans* (pron. *Queemans*), behind which rise the *Helderberg Mts.* (p. 201). — 141 M. (r.) *Castleton*. Extensive dykes have been made from this point onwards to improve the channel.

148 M. (r.) *Van Rensselaer Place* or *Fort Cralo* (1642), an old brick house, with a modern Mansard roof and a flag-staff, was the place where Richard Schuckburg, a surgeon of the British army, wrote 'Yankee Doodle' in 1757. It is now preserved as a national memorial.

150 M. (l.) **Albany** (see p. 196), with the *Capitol* towering above the other buildings, is connected by three bridges with *Rensselaer* (see above).

156 M. (r.) **Troy,** see p. 185.

b. Viâ Railway on the East Bank.

143 M. New York Central and Hudson River Railroad in 2¾-4 hrs. (fare $ 3.10; parlor-car $ 1). This line affords good views of the W. bank of the Hudson (seen to the left).

New York, see p. 7. The train leaves the Grand Central Station, traverses the Park Avenue tunnel (comp. p. 48), passes *125th Street Station*, and crosses the *Harlem River* by a huge four-track swing-bridge of steel, completed in 1896. Among the buildings seen to the left are Grant's Tomb (p. 63), St. Luke's Hospital (p. 62), and Columbia University (p. 62). The line turns to the W. (left) beyond (5 M.) *138th Street*, and skirts the Harlem to *High Bridge* (p. 64) and (11 M.) *Spuyten Duyvil*, on *Spuyten Duyvil Creek* (p. 27), so named, says the legend, from the Dutch trumpeter *Anthony van Corlear*, who 'swore most valorously that he would swim across it in spite of the Devil (en spuyt den duyvil)', but 'sank for ever to the bottom' (see *W. Irving's* 'Knickerbocker History of New York'). The creek formed the S. boundary of the 'Neutral Ground' in the Revolutionary War. — Spuyten Duyvil lies on the E. bank of the *Hudson*, which we now follow closely, obtaining good views of the *Palisades* (p. 187), on the opposite side. The line passes several of the riverine suburbs of New York, but runs at too low a level to afford views of them (comp., however, R. 21c). 14 M. *Mount St. Vincent* (p. 188). — 15 M. **Yonkers** (*Arlington, Bardin's, Getty Ho., Wynnstay*, $ 2½), a thriving town, with (1900) 47,931 inhab. and the residences of many New Yorkers. It occupies the land of the Phillipse estate (comp. p. 188), and the manor-house (1682), in front of which is a Soldiers' Monument, is now the city-hall. — 19½ M. *Hastings-on-Hudson* (International). — 21 M. *Dobb's Ferry* (Bellevue), a picturesque suburban village, affording fine views of the N. end of the Palisades. In the old Livingston Mansion here, in 1783, Washington, Carleton, and Clinton met for the final settle-

ment of the terms on which England recognized American independence. — 22 M. *Ardsley-on-Hudson*, with its golf and country club (comp. p. 21). — 23 M. *Irvington*, on the bank of the *Tappan Zee*, with 'Sunnyside', the home of Washington Irving, the E. end of which is covered with ivy, grown from a slip given to Irving at Abbotsford by Sir Walter Scott †. The house has lately been enlarged. The *Paulding Manor* (*Lyndehurst;* see p. 188) is a fine old building. *Nevis* is a stately mansion built in 1836 by a son of Alex. Hamilton and named in honour of his father's birthplace. Near the station are the huge premises of the *Cosmopolitan Printing & Publishing Co.* — 25 M. **Tarrytown** (*Florence*, $2-3), on a hill rising from the river.

This was the scene of Major André's capture in 1780 (spot marked by a monument) and is the centre of a district rich in reminiscences of the Revolutionary War. It is, perhaps, still better known from its connection with *Washington Irving* (1783-1859), who was churchwarden of *Christchurch* here (restored in 1897) and is buried in the graveyard of the old *Dutch Church*, 3/4 M. to the N., built in 1699 with bricks brought from Holland. The latter church lies in '*Sleepy Hollow*', which is traversed by the *Pocantico* or *Mill Brook*, with the bridge across which 'Ichabod Crane' rushed helter-skelter from the pursuit of the 'Headless Horseman'. The '*Castle*', a huge stone building with four towers, is now a girls' school. Among the most beautiful estates near Tarrytown is *Rockwood Hall*, the seat of Mr. Wm. Rockefeller. Opposite Tarrytown lies Nyack (p. 183).

31 M. **Ossining** (*American Hotel*, $2½; *Crosier Ho.*, $2), formerly *Sing Sing*, a prettily situated town with (1900) 7839 inhab., is the seat of the *State Prison*, the large buildings of which are seen to the left. The *Croton Aqueduct* (p. 65) here crosses a ravine by a stone arch, 70 ft. high and 88 ft. in span. — The train then crosses the mouth of the *Croton River* (6 M. up which is the *Croton Reservoir*, p. 65) and intersects *Croton Point*. Across the Hudson, which is here at its widest (*Haverstraw Bay*, 4 M.), is the village of *Haverstraw* (p. 188). Farther on the train is frequently carried across creeks and bays on low trestle-work. — 41 M. **Peekskill** (*Raleigh*, *Eagle*, $2-3), a pretty little town with (1900) 10,360 inhab., on *Peek's Kill*, opposite the *Dunderberg* (p. 189; ferry to *Caldwell's Landing*). Excursions may be made to *Lake Mohegan* (summer-hotels; electric cars), *Oseola Lake*, and *Lake Oscawana*. — The train penetrates *Anthony's Nose* (p. 189) by a tunnel 70 yds. long, passes (46 M.) *Highlands Station* (view of the hills across the Hudson), and reaches (50 M.) *Garrison* (Highland Ho., loftily situated, $2½-3), opposite *West Point* (p. 194; ferry 15 c.). 53 M. *Cold Spring* (ferry to *Cornwall-on-the-Hudson*, p. 195); 55 M. *Storm King*, opposite the hill of that name (p. 189). 57 M. *Dutchess Junction*.

The Newburgh, Dutchess, & Connecticut R. R. runs hence to (58 M.) *Millerton* (p. 68), passing (29 M.) *Millbrook* (900 ft.; Halcyon, from $3; Millbrook Inn, $3), a favourite summer-resort.

59 M. *Fishkill Landing* lies at the mouth of the *Matteawan Creek*, opposite *Newburgh* (p. 195; ferry 9 c.).

† According to another version of the story, the ivy was brought from Melrose Abbey.

74 M. **Poughkeepsie** (200 ft. above the river; *Nelson Ho.*, $3-3½; *Morgan Ho.*, $2-3; *Rail. Restaurant*), a city of (1900) 24,000 inhab., was settled by the Dutch in 1698 and contains some handsome buildings, including a large *State Insane Asylum*. The name (pron. *Pokípsy*) is a corruption of the Indian *Apo-keep-sinck* ('safe harbour'). The *Eastman Park* is pleasantly laid out.

About 1½ M. to the E. lies **Vassar College** (930 students and 80 teachers), perhaps the most famous of the American colleges for women, founded and endowed by Matthew Vassar, an Englishman, at a cost of $1,000,000 (200,000*l.*) and consisting of about a score of separate buildings. Among these may be mentioned the main building, 500 ft. long, modelled after the Tuileries; the new library (1903), with shelf-room for 160,000 vols.; and the handsome new chapel. — The fine *Cantilever Bridge* (see p. 190) was built in 1886-89 to provide direct communication between New England and the coal-fields of Pennsylvania. — Poughkeepsie is the headquarters of ice-boat sailing (comp. p. 187).

79 M. *Hyde Park;* 84 M. *Staatsburg.* The river-banks are now much less precipitous. — 89 M. *Rhinecliff*, terminus of the Central New England R. R. About 2 M. to the E. lies *Rhinebeck* (Rhinecliff Hotel, $2), round which about 25 sq. M. of ground are devoted to the growing of violets for the New York flower-market. A steam-ferry plies hence to *Kingston* (p. 195). The *Beekman House*, near Rhinecliff, is a good specimen of a Dutch house of the 17th century. — From (99 M.) *Tivoli* a ferry plies to *Saugerties* (p. 196). The Catskills (p. 202) are now prominent on the other side of the Hudson. From (110 M.) *Greendale* or *Catskill Station* a steam-ferry runs to the town of *Catskill* (p. 203), the chief avenue of approach to the *Catskill Mts.* (R. 24).

115 M. **Hudson** (*Worth Ho.*, $2½; *Central*, *St. Charles*, *Lincoln*, $2), a small city with (1900) 9530 inhab., on the slope of *Prospect Hill* (200 ft.) and carries on an active river-trade (steam-ferry to *Athens*, p. 191). The Albany & Hudson Railway runs hence through a pleasant country to (18 M.) *Niverville* (p. 172). — 142 M. *Rensselaer* (comp. p. 191). Our train here crosses the Hudson, while trains for Troy and other points to the N. (comp. R. 20c) continue on the E. bank of the river.

143 M. **Albany** (*Rail. Restaurant*), see p. 196.

c. Viâ Railway on the West Bank.

142 M. West Shore Railroad in 4½-5½ hrs. (fare $3.10; sleeper $1.50, parlor-car $ 1). This line affords better views than that on the E. bank, but starts from *Weehawken* (p. 67; ferry from Franklin St. ½ hr., from 42nd St. ¼ hr.).

The train starts at *Weehawken* (see p. 67; Rail. Restaurant) and passes through a long tunnel into the valley of the *Hackensack*, which runs through marshes to the left. As far as Nyack our line runs parallel with the *Northern New Jersey Railroad* (to the right). All view of the Hudson is at first cut off by the *Palisades* (p. 187).

11 M. *West Englewood;* 20 M. *Tappan* (p. 188); 25 M. *West Nyack*, 1½ M. to the W. of *Nyack* (p. 188). At (27 M.) *Valley Cottage*

the *South Hook Mt.* (p. 188) rises to the right. 29½ M. *Conger's* is the station for *Rockland Lake* (150 ft.), 1 M. to the S.E., an important source of New York's ice-supply. The train now threads a tunnel and emerges on *Haverstraw Bay* (p. 188; *View of the *Hudson*). To the left is *High Tor* (p. 188). 33 M. *Haverstraw* (Rockland Ho., $2), with extensive brick-fields. The line now hugs the river. From (40 M.) *Jones Point* a spiral railway (views) ascends to the top of the *Dunderberg* (p. 189; pleasure grounds). 42 M. *Iona Island* (p. 189); 44 M. *Fort Montgomery* (p. 189).

48½ M. **West Point** (*West Point Hotel*, adjoining the Parade Ground, $ 3-3½), the seat of the well-known *Military Academy* for training officers for the U. S. army, is finely situated on the W. bank of the Hudson, overlooking the Highlands (p. 189). The railway station is on the level of the river, but the parade-ground and the principal buildings of the 'Post' occupy a plateau about 180 ft. above.

West Point was first fortified in 1778, and this 'Gibraltar of the Hudson' was an important point in the Revolutionary War, though no actual fighting took place here. Arnold was commander of the post at the time of his treason. Washington recommended the site for a military academy, but it was not till 1802 that it was established.

The **West Point Military Academy** usually contains about 300 cadets, who are nominated, between the ages of 17 and 22, by Members of Congress and appointed by the President. The discipline is essentially military, and the course of instruction (4 years) is very thorough. The instructors are officers of the army. The cadets go into camp in July and Aug., but the most interesting drills are held in April, May, Sept., and Oct.; dress-parades are held all the year round, weather permitting.

Visitors will find an introduction convenient, but can see most of the points of interest without one.

Ascending from the landing by a good road cut in the cliffs, we pass, on the right, the *Riding School* (visitors admitted to the galleries). The horsemanship of the senior cadets is wonderfully good, and no one should neglect an opportunity to see their exercises. On the higher ground immediately to the W. of the Riding School is the *Headquarters Building*, and farther on we reach in succession the *Library* (with a dome), the *Chapel* (allegorical painting by Weir; but see below), the *Academic Building* (by R. M. Hunt), the *Cadet Barracks*, and the *Gymnasium*. To the S. of the Academic Building is the *Cadet Mess Hall*, with portraits of Grant, Sherman, Sheridan, and other officers.

All military exercises take place on the fine *Parade Ground*, 40 acres in area. The tall *Battle Monument* (78 ft. high), near the flag-staff, was erected in 1894; it consists of a column surmounted by a Victory by Macmonnies. In the N.W. corner is a statue of *Gen. Sedgwick*, in the S.E. corner one of *Col. Thayer*. To the N.E., in an angle of *Fort Clinton*, is a monument to *Kosciuszko*. On the E. side of the Parade Ground is the *Cullum Memorial Hall*, with the *Officers' Mess* to the S. of it, while in front is a monument to *Dade's Command* (p. 459).

The so-called 'Flirtation Walk', on the river-side, leads to *Kosciuszko's Garden*, a spot frequented by that heroic Pole. The *Officers' Quarters* are on the N. side of the Parade Ground; and the *Soldiers' Barracks* are on a lower level, below and to the W. of the West Point Hotel.

[Congress has recently appropriated $ 5,500,000 for improvements and additions to West Point Academy; and among the new buildings now planned or in progress are the *Headquarters Building*, to the E. of the Cadet Mess; the *Academic Building*, on the site of the present chapel; a *Hotel*, on the the hill overlooking the Officers' Quarters; and the *Chapel*, to the N. of the hotel.]

The views from different parts of the Post are beautiful, but the

visitor with a little time to spare should ascend to **Old Fort Putnam** (596 ft.). We follow the road ascending the hill behind the Gymnasium and at (3 min.) the cross-roads take the third road to the left (second to the right), which brings us in 10-15 min. to the ruins of the Old Fort. Here we can walk round the ramparts, obtaining a magnificent *View in all directions: up and down the Hudson, nearly the whole of the Highlands, Newburgh, the buildings of the Post (at our feet), the red-domed observatory on a lower hill to the S., etc. — A fine road (*Views) leads from West Point to (7 M.) *Cornwall* (see below) over the slopes of *Crow Nest* (p. 189) and *Storm King* (p. 189), and the energetic visitor may easily ascend one or both of these mountains (*Views).

Leaving West Point, the train tunnels under the Parade Ground and skirts the bases of *Crow Nest* (p. 189) and *Storm King* (p. 189), commanding fine views of the mountains on the other side of the Hudson. 53 M. *Cornwall* (Elmer Ho., $2\frac{1}{2}$-3), a popular summer resort, with *Idlewild*, for 15 years the home of *N. P. Willis* (1807-67).

58 M. **Newburgh** (**Palatine*, $ 3-4; *U. S. Hotel*, $ 2), a city and coaling port of (1900) 24,950 inhab., finely situated on the W. bank of the Hudson, 130-300 ft. above the water. The chief point of interest here is the old *Hasbrouck Mansion*, to the S. of the city, which was Washington's headquarters in 1782-83 and dates in part from 1750 (interesting relics; adm. free; catalogue 25 c.). It was here that Washington was offered the title of king by the officers of the army. In the N.E. corner of the grounds is the so-called *Tower of Victory*, with a statue of Washington (view).

Newburgh is the junction of a branch of the *Erie Railway*, running into Pennsylvania.

The line continues to follow the Hudson closely. — 73 M. *Highland* is the station for the steam-ferry to *Poughkeepsie* (p. 193).

89 M. **Kingston** *(Rail. Restaurant)* and **Rondout** (*Mansion Ho.*, $ 2-$2\frac{1}{2}$; 'ronduit' = fort, redoubt), the one on the heights a little back from the river and the other at the mouth of the *Rondout Creek*, have been united in one city with (1900) 24,535 inhab., cement works, and a trade in coal. The *Senate House* of Kingston, built in 1676 and the first home of the N. Y. State Legislature, contains an interesting collection of Dutch and other relics. Kingston was burned by the British in 1777.

Kingston is the junction for the *Ulster & Delaware R. R.*, one of the approaches to the Catskill Mts. (see R. 24c), and connects by steam-ferry with *Rhinecliff* (p. 193). — Rondout is the termination of the **Delaware and Hudson Canal**, which was constructed in 1825-28 to tap the Pennsylvania coal-fields and runs to (108 M.) *Honesdale*. About $2\frac{1}{2}$ million tons of coal are annually brought over it.

From Kingston to Campbell Hall, 38 M., *Wallkill Valley R. R.* in $1\frac{1}{3}$-2 hrs. This line is of importance to the tourist mainly as giving access to *Lakes Mohonk* and *Minnewaska* (see below). The station for both of these is (15 M.) *New Paltz* (Tamney Ho., $ 2), which may also be reached from New York viâ the N.Y., Ontario, & Western R. R. and the Erie R. R. (through-fare to Lake Mohonk about $ $3\frac{1}{2}$, to Minnewaska about $ $4\frac{1}{2}$) and by trolley-line from Highland, opposite Poughkeepsie (p. 193). Stages run in connection with the trains from New Paltz to (6 M.) *Lake Mohonk* (fare $ 1.25, when not included in the railway ticket; trunk 50 c.) and to (10 M.) *Minnewaska* (fare $ 1.50), but *Kerhonkson*, on the N.Y., Ontario, and Western R. R., is within 6 M. of Lake Minnewaska

(1 hr.). — *Lake Mohonk (1245 ft.) is a charming little sheet of water, situated near the summit of *Sky Top* (1550 ft.), one of the *Shawangunk Mts.*, 6 M. to the W. of New Paltz. Fine views are enjoyed in all directions over a scene in which the wild and the gentle are mingled in picturesque variety. On the margin of the lake stands the **Mohonk House*, a huge hotel with accommodation for 450 guests (from $ 3 a day, $ 18-42 a week, acc. to season). The mountains are traversed by fine walks and drives, and fishing, bathing, and golf links near the Mountain Rest Ho., see below) are also among the attractions. — About 6 M. to the S. of Lake Mohonk and 10 M. to the S.W. of New Paltz, at an elevation of 1800 ft., is 'Lake Minnewaska, on the banks of which are two similar hotels, the *Wildmere* and the *Cliff* ($ 2½-4 a day, $ 12-25 a week). All three hotels are managed on 'a strictly temperance plan'. Moreover 'visitors are not expected to arrive or depart on the Sabbath'. The life generally is much quieter than at most large American summer-hotels. The Mohonk House opens about June 1st and closes about Oct. 20th; the Minnewaska season begins in mid-June and closes about the end of September. — On the crest of the mountains above Lake Mohonk, overlooking the valleys of the *Rondout* and the Wallkill, is the *Mountain Rest*, a boarding-house for 80 guests ($ 2½-3 a day, $ 12-20 a week). — The 'Mohonk Conferences', held every May & Oct., discuss International Arbitration and the means of improving the condition of the American Indian.

A charming excursion for drivers, cyclists, or automobilists is from Kingston to Lake Mohonk, thence to *Port Jervis* (p. 245), and thence by the old coach-route down the valley of the Delaware to the *Delaware Water Gap* (p. 243). Comp. p. 246.

The train now runs at some little distance from the river. 100 M. *Saugerties*, at the mouth of the *Esopus Creek* (rail. stat., 1 M. from the river), near the *Plattekill Clove* (p. 207).

111 M. *Catskill*, the junction of the *Catskill Mt. Railway* and another portal to the *Catskill Mts.*, see p. 203. 115½ M. *West Athens;* 121 M. *Coxsackie.* At (129 M.) *Ravena* the line for Buffalo and the West diverges to the left.

142 M. **Albany**, see below.

22. Albany.

Hotels. *Ten Eyck (Pl. b; D, 4, 5), at the N.E. corner of State and Chapel Sts., R. from $ 2; New Kenmore (Pl. a; D, 4), N. Pearl St., R. from $ 2; Stanwix Hall (Pl. c; D, 5), Broadway, near the railway-station, from $ 2½, R. from $ 1; Globe (Pl. e; D, 5), State St., $ 2½-3, well spoken of; Keeler's, Broadway, for men only, R. from 75 c.; Mansion Ho., 337 Broadway, $ 2.

Restaurants at the **Ten Eyck*, **New Kenmore*, and other hotels; *Keeler's*, State St.; *Railway Restaurant.*

Tramways (chiefly electric; fare 5 c.) run through the main streets and to *Watervliet* (p. 200), *Cohoes* (p. 183), *Troy* (p. 185), *West Albany*, and *Rensselaer.* — **Electric Railways** run from Albany to *Lake George* (p. 228), *Hudson* (35 M.; p. 193), *Schenectady* (p. 232), *Saratoga* (p. 225), etc.

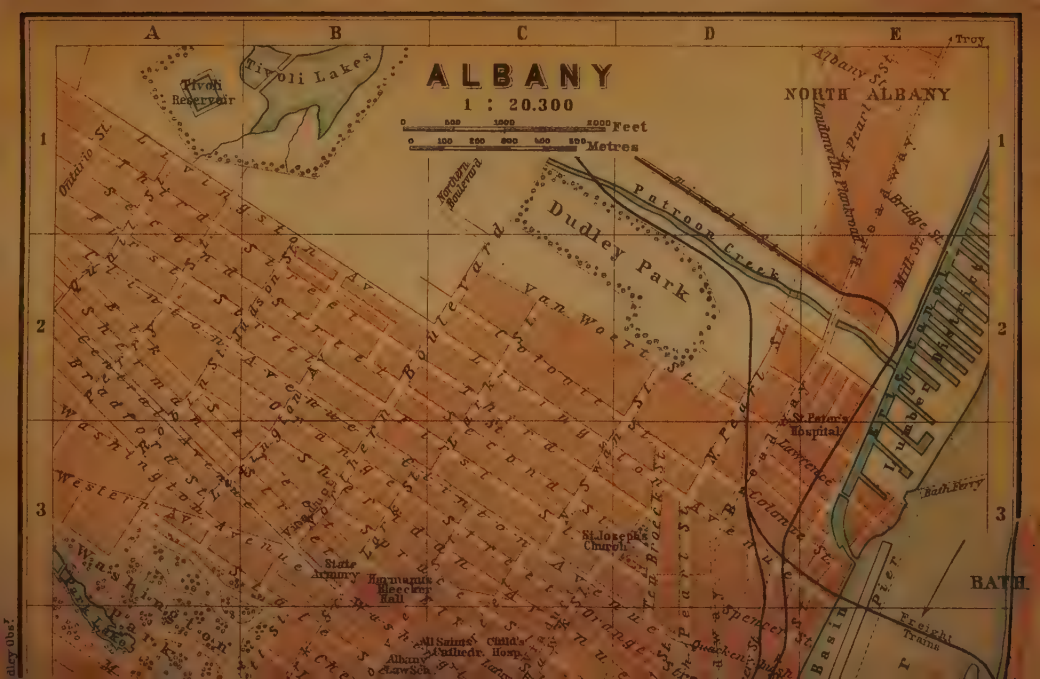
Steamers ply to *New York* (see R. 21a), *Newburgh* (p. 195), *New Baltimore*, and *Troy* (p. 185), and **Steam Ferry Boats** run to *Rensselaer* (p. 191) and *Bath.*

Cabs. For each pers., 1 M. 50 c., 2 M. 75 c., 3 M. $ 1.

Theatres. *Empire* (Pl. C, D, 5), State St., above S. Pearl St.; *Proctor's, Theatre* (Pl. C, D, 5), S. Pearl St.; *Harmanus Bleecker Hall* (Pl. B, 3), see p. 200.

Post Office (Pl. D, 5), Broadway, corner of State St.

Albany, the capital of the State of New York, is a thriving commercial city with (1900) 94,150 inhab., finely situated on terraced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Albany Law Sch.
St. Joseph's Church
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N. Pearl St.
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Lumber District
Bath Ferry
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Quackenbush St.
Dudley Obs.

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Hudson River
Hudson River
Boston & Albany R.R.
Albany Academy
College
City Hall
Jail
Bunker
St. Peter's Episc. Ch.
Mass. Temple
State Museum
Capitol
Union Depot
Troy Boats
Engine House
Machine Shop
Freight
Gov. Building
Post Office
Alb. Medical College
Proctor's Th.
Cathedral of the Immaculate Conception
Governor's Mansion
Passenger Trains
Day Boat Landing
Depot
Steamboat Landing
Rensselaer
Bridge
Schuyler House
Van Rensselaer Pl.
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Sacred Heart Convent
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Second Ave.
First Avenue
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hills rising from the W. bank of the *Hudson*, at its confluence with the Erie and Champlain Canals. It is well built on the whole, with many really handsome buildings, and retains much of the clean, comfortable, and easy-going character of its original Dutch foundation. Brewing and stove-making are its chief industries, and it has a large lumber market. Albany is united with the E. bank of the Hudson by a road-bridge and two railway-bridges (comp. p. 191).

Albany was founded by the Dutch in 1609, and was thus, next to Jamestown in Virginia (p. 413), the oldest European settlement in the Thirteen Original States. A stockade was erected here in 1624 and named *Fort Orange*, but in 1664, when the place passed into the hands of the British, it was re-christened Albany in honour of the future James II. The small town long carried on a lucrative fur-trade with the Indians, but did not contain more than 5000 inhab. at the beginning of the 19th century. It received a city charter in 1686 and became the State capital in 1798.

In 1629 the 'Patroon' system of Holland was established on the Hudson. The first Patroon was *Killian van Rensselaer*, of Amsterdam, a director of the Dutch West India Co., who, along with others, received from the States General a grant of land extending along the Hudson for 24 M. from the Mohawk River to Beeren Island, below Albany, and running inland for 24 M. from each bank. The Patroon was practically a feudal lord, with the absolute title to the soil, and his tenants were little more than serfs. The property was created a manor in 1685, and soon after the Van Rensselaer heir bought out the other co-proprietors. The manor was not entailed, but its descent was regulated by the law of primogeniture. The patroonship was inherited through five generations but became obsolete after the Declaration of Independence. The last Patroon, *Gen. Stephen van Rensselaer*, died in 1839. After the Revolution the obligation of paying rent to the Patroon produced the so-called 'Anti-Rent War', which convulsed the State of New York and caused the troops to be called out several times. The rights of the Van Rensselaers were sustained by all the State Courts. *Col. Church* purchased the rights of the Van Rensselaers in 1853, and most of the tenants have acquired the fee-simple of their lands.

The **Erie Canal**, which connects Lake Erie at Buffalo with the Hudson at Albany, was constructed in 1817-25 at an original cost of $7,500,000 (1,500,000*l.*), since increased to at least $100,000,000 (20,000,000*l.*), including maintenance, enlargement, feeders, and connections (Champlain Canal, etc.). It is a monument of the foresight of *Gov. De Witt Clinton* (p. 72), who pushed on the work in spite of all opposition, and gave New York its start as the commercial metropolis of America. The canal is 360 M. long, 7 ft. deep, 56 ft. wide at the bottom, and 70 ft. wide at the surface. It descends 570 ft. by means of 72 locks. It is chiefly used for the conveyance of grain, salt, and timber; and the annual amount of goods carried over it is 3,000 000 tons, valued at $ 300,000,000 (60,000 000*l.*). The canal is now being reconstructed, at an immense cost.

Albany has long been an important political centre. In 1754 a provincial congress that met here formed a plan of union that made possible the concerted action of the Colonies a little later; and in more recent times the little knot of Albany politicians has practically determined the nomination and election of several Presidents of the United States. The 'Albany Regency' was the name given by Thurlow Weed to a powerful junta of Democratic politicians here in 1824-37, including Martin van Buren.

Bret Harte (d. 1902) was born at Albany in 1839.

The large *Union Railway Station* (Pl. D, 4) abuts on *Broadway*, the chief commercial thoroughfare, running nearly parallel with the Hudson. A little to the S., at the corner of State St., stand the *Post Office* (Pl. D, 5) and the building of the *Albany Trust Co.*

*State Street, 150 ft. wide, ascends directly from the river to the (1/4 M.) Capitol (see below), crossing *Pearl St.* (N. and S.), which runs parallel with Broadway and contains the best shops. To the right, at the corner of James St., is the *Mechanics' and Farmers' Bank*, with an inscription stating that it occupies the site of the house of *Anneke Janse Bogardus* (1663), whose heirs made such valiant and long-continued efforts to recover from Trinity Church (p. 33) the old family property in New York. On the same side, just below N. Pearl St., is the *New York State National Bank*, bearing an inscription to the effect that it is the oldest bank-building continuously used as such in the United States (since 1803).

The chief buildings in *N. Pearl Street* (Pl. D, 4) are the *Albany Savings Bank*, the *Young Men's Christian Association*, the *National Commercial Bank*, the *National Savings Bank*, and the *Kenmore Hotel* (W. side).

S. Pearl St. ends at (2 1/4 M.) *Norman's Kill.* — Schuyler St., 3/4 M. from State St., runs to the right from S. Pearl St. to the interesting old **Schuyler Mansion* (Pl. C, 6), now a R. C. orphan asylum, built for Gen. Philip Schuyler in 1760-61. Alex. Hamilton was here married to Elizabeth Schuyler in 1780, and a dent in the old staircase is said to have been made by the tomahawk of one of a party of Indians who tried to carry off Gen. Schuyler in 1781. Gen. Burgoyne was entertained here with his staff after his capture at Saratoga. Washington, Franklin, Carroll of Carrollton, etc., were also guests of this house, and Pres. Millard Fillmore was married here.

A little farther up State St., to the right, is the large *Ten Eyck Hotel* (p. 196); to the left are the *Empire Theatre* (p. 196), the ten-story building of the *Albany City Savings Institution*, and the *State Museum of Natural History* (Pl. C, 5; daily, 9-6), containing zoological, mineral, and agricultural collections, mainly illustrative of the State of New York. Opposite the museum stands *St. Peter's Episcopal Church* (Pl. C, 4).

The **Capitol** (Pl. C, 4), commandingly situated at the top of State St. hill, with a small park in front of it, is a huge structure in the French Renaissance style, built in the form of a quadrangle, 300 ft. wide and 400 ft. deep, with a central tower (to be 300 ft. high) and Louvres towers at the angles. The central court is 137 ft. long and 92 ft. wide; above the dormer windows are the arms of the Stuyvesant, Schuyler, Livingston, Jay, Clinton, and Tompkins families. The building is one of the largest in the United States and covers an area of three acres (comp. p. 262). It is built of a light-coloured granite, which contrasts pleasantly with the red-tiled roofs. It was begun in 1867, and was completed, with the exception of the tower, in 1898. Its total cost is estimated at at least $25,000,000. The original design was by *Thomas Fuller*, but this has been considerably modified in construction. 'If anyone had come up to me and told me in French, old or new, that the new Capitol was "le château de Monseigneur le duc d'Albanie", I could almost have believed him' *(E. A. Freeman)*.

The *Eastern Approach* is the principal one. It extends out from the building for 166 ft., provides for an entrance to the groundfloor

through an arcade and to the first floor through a broad portico reached by 77 steps, and gives dignity to the chief façade of the building.

Interior (guidebooks and photographs for sale at stall inside N. entrance; guides obtainable on application at the Superintendent's Office).

The GROUND FLOOR, which is occupied by offices and committee-rooms, is connected with the upper floors by elevators and by three handsome staircases. The *Assembly Staircase*, in the N.E. corner, built of freestone, is fine but ill-lighted and somewhat gloomy. The **Senate Staircase*, in the S.E. part of the building, is of warm red sandstone, with round and pointed arches and much fine tracery and decoration. The **Western Staircase*, in the centre of the W. side, is of light-red sandstone, with treads of reddish-brown freestone, and is considered one of the finest staircases in the world. It consists of a double stairway, ascending to the top of the dome (119 ft.), and is profusely adorned with carvings of historic scenes, foliage, and historic and symbolic heads, all shown off to great advantage by the colour and texture of the stone.

The FIRST FLOOR also is mainly occupied by offices. In the S.E. corner is the *Governor's Room* or *Executive Chamber* (60 × 40 ft.), with mahogany wainscoting and ceiling and hangings of Spanish leather. The elaborate coloured marble decorations of the *S. Corridors* are very effective. Near the E. end of the N. side (below the Assembly Chamber) is the *Old Court of Appeals*, now used by the Agricultural Department. It has a fine carved oak ceiling.

SECOND FLOOR. The **Assembly Chamber** (in the centre of the N. side), 140 ft. long and 84 ft. wide (including the galleries), was originally covered by the largest groined arch in the world (56 ft. high), supported by four massive columns of marble. The N. and S. walls were decorated with two monumental frescoes by *Wm. M. Hunt*, but these are now concealed by a wooden ceiling, while the arched roof, having proved unstable, has been removed. Visitors admitted to the galleries when the house is in session. — The *Court of Appeals*, at the E. end of the S. side, is a fine room (53 ft. long and 35 ft. wide), adorned with red oak, marble, and Mexican onyx. Next to it is the ***Senate Chamber**, one of the most sumptuous legislative halls in the world, the elaborate design of which is due to *Mr. H. H. Richardson* (p. xciii). It is 100 ft. long, 60 ft. wide, and 50 ft. high (including lobbies and galleries). Among the chief decorative features are the oaken ceiling, the panelling of Mexican onyx and Tennessee marble, the gilded frieze, the open fireplaces, the chandeliers, and the stained-glass windows. The galleries are supported by arches of yellow Siena marble, borne by dark-red granite columns. 'When I say that the arches in the Senate Chamber seemed to me, as far as their general conception goes, worthy to stand at Ragusa, some will understand that I can say no more' (*Freeman*). — The *Lieut. Governor's Room* is entered from the W. lobby of the Senate Chamber. — The valuable **State Library* (over 500,000 vols.) occupies a magnificent room extending completely across the W. side of the building.

Third or Gallery Floor (reached by elevator or small staircase). On the N. side are Committee Rooms and entrances to the Galleries of the Assembly Room. On the S. side are Committee Rooms, the entrances to the Senate Galleries, and the *Bureau of Military Statistics* (W. end; open 9-5), with a collection of State flags used in the Civil War, photographs, memorials of Lincoln, American antiquities, and other relics. The University of the State of New York has its offices on this floor.

To the N.E. of the Capitol Park, at the corner of Eagle St. and Maiden Lane, is the ***City Hall** (Pl. C. 4), a striking and beautiful building by *H. H. Richardson* (1881-83), in a free S. French Gothic style, with a fine tower. Just to the N. of it is the *State Hall*, containing the palæontological collections of the Natural History Museum (p. 198). Opposite are the *Academy Park* and the *Albany Academy*

(for boys), where Joseph Henry first demonstrated the theory of the magnetic telegraph by ringing a bell by electricity transmitted through a mile of wire strung round the room (1831).

By following *Eagle Street* towards the S. we reach the *Albany Medical College* (good museum) and, at the corner of Madison Ave., the R. C. **Cathedral of the Immaculate Conception**, a large Gothic building, with spires 210 ft. high. The elaborate interior is lighted by numerous stained-glass windows. A little farther on, below Elm St., is the *Governor's Mansion*. — To the S. of this point lies **Beaver Park** (Pl. A, B, 5, 6).

To the W. of the Capitol State St. is continued, past the *Albany Law School* (Pl. B, 4), to (1/2 M.) ***Washington Park** (Pl. A, B, 3, 4), which, though not very large (100 acres), is beautifully laid out (views of Catskills and Helderbergs). It contains a small lake, a bronze statue of Robert Burns, and a fountain with a bronze figure of Moses about to smite the rock with his rod. In Willett St., on the E. side of the park, is the *State Normal College* (Pl. B, 4), an imposing building. — In Lake Avenue, to the S.W. of Washington Park, are the *Bender Laboratory*, the *Albany Hospital*, the *Alms Houses*, and the **Dudley Observatory** (beyond Pl. A, 4), a well-equipped and well-endowed institution, which has done good astronomical work (visitors admitted on previous written application to the Director).

In Washington Avenue (Pl. B, C, 3, 4; street-cars) is the handsome *Harmanus Bleecker Hall*, transformed into a theatre in 1898. Adjoining, at the corner of Lark St., is the *State Armoury* (Pl. B, 3), with its great round arches.

In S. Swan St., a little to the N. of Washington Ave. and only a few minutes' walk from the Capitol, is the Episcopal ***Cathedral of All Saints** (Pl. C, 4), begun in 1883 and the first regularly organised Protestant cathedral erected in the United States.

The choir, with its large E. window, has been finished, but the rest of the building lacks the courses above the triforium (at present replaced by a temporary roof), and the towers also have still to be added. With its noble proportions (length 270 ft.) and tasteful details, it promises to be one of the most beautiful churches in America. Its style is English Gothic. The architect is *Mr. R. W. Gibson*. The six nave windows commemorate six of the oldest Dutch families in Albany, and the rest of the church is largely made up of similar memorials in the shape of pillars, windows, etc.

We may go on from here by electric car (5 c.) to (20 min.) the *Rural Cemetery* and (1/2 hr.) *Watervliet* (p. 196). Visitors to the ***Rural Cemetery** have 1/2 M. to walk (to the left) after leaving the car, when they reach the tasteful lodge of the cemetery to the right and the gate of the *St. Agnes R. C. Cemetery* to the left. The chief lion of the Rural Cemetery is the figure of the **Angel at the Sepulchre*, by E. D. Palmer (1847-1904), to reach which we turn to the left at the lodge and follow, as nearly as possible, the railing of the St. Agnes Cemetery, until we reach the top of the *S. Ridge* (*Views). Close by is the tomb of *Gen. Schuyler* (p. 198) and a little to the N. is that of *President Arthur* (1830-86).

Among the other buildings of Albany may be mentioned *St. Joseph's Church* (R. C.; Pl. D, 3), at the corner of Ten Broeck St. and Second St.; the *Child's Hospital* (Pl. C, 4); the *Sacred Heart Convent* (beyond Pl. B, 7); and the *Penitentiary* (Pl. A, 5).

The old *Vanderheyden Place* (1725), mentioned in 'Bracebridge Hall', stood near 'Elm Tree Corner' (cor. of State St. and Pearl St.), on a site

now occupied by the *Albany Savings Bank:* and at the N.E. corner af State and Pearl St. was the quaint *Lydius House.*

Among points of interest within easy reach of Albany, besides the Hudson River places of R. 21, are *Saratoga* (p. 225), the *Catskills* (p. 202), the *Adirondacks* (p. 209), *Sharon Springs* (see below), *Cooperstown* (see below), and *Lake George* (p. 225). *Shakers*, 6 M. to the N.W., was the original Shaker settlement in America (1774) and is the burial-place of Mother Ann Lee (d. 1784).

23. From Albany to Binghamton.

143 M. Delaware and Hudson Railroad (*Susquehanna Division*) in 4¼-5 hrs. (fare $ 4.25; parlor-car 75 c.).

The line ascends towards the W. At (11 M.) *Voorheesville* (p. 242) we cross the West Shore R. R. To the left are the *Helderberg Mts.*, whence the Helderberg limestone formations are named. Near (14 M.) *Meadowdale* is the fine cliff known as the 'Indian Ladder'. — 17 M. *Altamont* (Helderberg Inn, from $ 4), with the summer-houses of many Albanians, is the best headquarters for exploring the Helderberg Mts. — At (27 M.) *Delanson*, where the line from Mechanicville and Saratoga joins ours, we see to the left the singular trestle-work of the *Dodge Coal Storage Apparatus.* — From (36 M.) *Schoharie Junction* a branch-line runs to (4 M.) *Schoharie* and (10 M.) *Middleburgh.*

45 M. *Cobleskill* (Augustan, $ 2) is the junction of a branch-line to (14 M.) *Sharon Springs* and (23 M.) *Cherry Valley.*

Sharon Springs (*Pavilion*, finely situated, $ 3-4; *Sharon House, Rosenberg*, $ 3; *Union Ho.*, $ 2½-3; *Howland Ho.*, $ 2), charmingly situated in a pretty little wooded valley, 1200 ft. above the sea, has frequented sulphur and chalybeate springs, chiefly used for bathing. Just below the *Baths*, at the old bridge to the N., the stream forms a pretty waterfall, 60 ft. high. The piazza at the back of the Pavilion Hotel commands an extensive *View over the *Mohawk Valley* (p. 232), with the Adirondacks in the background. The view from **Prospect Hill*, 3½ M. to the N.W., on the road to Cherry Valley, is still finer.

23 M. *Cherry Valley* (1320 ft.), another little summer-resort, with hotels and boarding-houses. In 1778 the inhabitants were all massacred or taken prisoner by the Tories and Indians. A pleasant drive may be taken to (14 M.) *Richfield Springs* (p. 234; stage).

50 M. *Richmondville;* 67 M. *Schenevus.* A little farther on we cross the watershed between the Mohawk and the Susquehanna. — 76 M. *Cooperstown Junction*, for a short line to (16 M.) *Cooperstown.*

Cooperstown (1240 ft.; **Fenimore Ho.*, $ 2-3; *Otsego Hall*, $ 2½; *Park Ho.*, from $ 1½), a village of 2368 inhab., prettily situated at the lower (S.) end of Otsego Lake, was founded in 1786 by *Wm. Cooper*, father of *J. Fenimore Cooper* (1789-1851), the novelist, who lived and died here and immortalized the district in his romances. **Otsego Lake* (the 'Glimmerglass' of Cooper), 9 M. long and ¾-1½ M. wide, is one of the prettiest of the New York lakes. The *Susquehanna* issues from it at the foot of River St.

To reach the site of the old *Cooper Mansion*, where the novelist lived from 1834 to his death in 1851, we descend Main St. and turn to the right at Fair St. (first cross-street beyond the Park Hotel). It is marked by a statue of an Indian Hunter, and the grounds around it have been converted into a park, open to the public. The building opposite the main entrance contains a library and a collection of relics referring to Cooper

and Cooperstown. Cooper is buried in the Episcopal graveyard, reached by turning to the left beyond the site of the house.

A small steamer plies regularly on Otsego Lake. The drive or walk round the lake (ca. 20 M.) is a pleasant excursion. Crossing the Susquehanna at the foot of Main St., we reach (5 min.) cross-roads, where walkers may ascend the steps to the right through wood. In 13 min. we cross a road and, keeping to the left, reach (3-4 min.) the summer-house on *Prospect Rock* (1440 ft.), commanding a splendid °View of Cooperstown and the lake. Returning to (3-4 min.) the road we crossed, we descend it to (10 min.) the above-mentioned fork. We then continue our route along the lake, the pretty tree-shaded road recalling that along the W. bank of Windermere. 7 min. *Cemetery*, containing a monument to Fenimore Cooper. About 2-3 min. farther on a path descends to the left to the *Fairy Spring*. About ½ M. beyond the cemetery is a rough path (right) ascending to (10 min.) *Natty Bumpo's Cave* (view). *Point Judith*, with Kingfisher's Tower, is 1 M. farther on.

In following the W. shore of the lake we pass many of the places mentioned in *Cooper's* 'Deerslayer'. ½ M. *Hannah's Hill* and *Musk Rat Cove*; 2½ M. *Leatherstocking Falls*; 3 M. *Three Mile* or *Wild Rose Point*, where Hetty Hutter landed. Adjacent is *Mohican Glen*. From *Five-Mile Point* (Hotel, $ 2) a road ascends to the top of *Mt. Otsego* (2800 ft.; view-tower), commanding an extensive °View. 6 M. *Hutter's Point*, near which take place the final scenes of the story. A white buoy in the lake marks the site of 'Hutter's Castle', on a sunken island. The *Steamboat Landing* is about 1 M. farther on.

An electric tramway runs from Cooperstown to (15 M.) *Richfield Springs* (p. 284), and numerous other walks and drives may be made. It is 13 M. from *Cherry Valley* and 20 M. from *Sharon Springs* (p. 201).

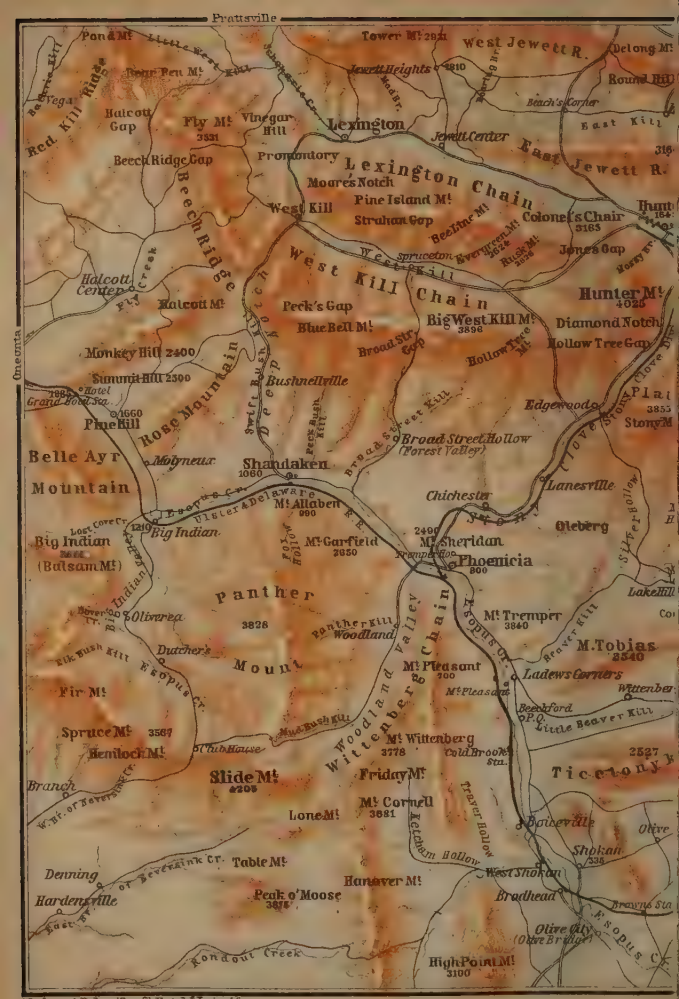
82 M. *Oneonta* (1095 ft.), with railway-workshops and a trade in hops; 99 M. *Unadilla* (The Ontio, $ 2½-3; Hotel Bishop, $ 2), a pleasant summer-resort. — 119 M. *Nineveh*, the junction of a branch to *Wilkes-Barré* (p. 284). — 128 M. *Tunnel Station*, where we thread a tunnel ½ M. long. — 133 M. *Sanitaria Springs*, with sulpho-phosphate and other mineral springs, has a huge and admirably equipped *Hydropathic Establishment* ($ 1½-3 per day, from $ 7 a week).

143 M. **Binghamton** (845 ft.), see p. 244.

24. The Catskill Mountains.

The chief gateways to the Catskill Mts. are *Kingston* (p. 195) and *Catskill* (p. 203), both situated on the W. bank of the Hudson and both reached from New York by *Steamer* (R. 21a; fares $ 1, $ 1½), by *West Shore Railroad* (R. 21c; $ 1.76, $ 2.18), or by *N. Y. C. & H. R. Railroad* (R. 21b) and ferry ($ 1.76, $ 2.33). Through-tickets are issued on these routes to the chief resorts in the mountains (*e.g.* to *Catskill Mt. Ho.*, $ 2.75 to $ 3.93), and prompt connections are made. The Mts. may be approached from the N.W. viâ *Oneonta* and *Stamford* (p. 209).

The °**Catskills**, the Indian *Onti Ora* or '*Mts. of the Sky*', are an outlying group of the great Appalachian system, running parallel with the Hudson for about 12-15 M., at a distance of 8-9 M. from its W. bank. They lie mainly in Greene Co., New York, and cover an area of about 500 sq. M. Their name is of Dutch origin and is generally referred to the wild-cats that infested them, though this explanation is doubtful (kill = stream, gorge). Towards the E. their declivity is very abrupt, and as seen from the Hudson they appear like an almost vertical wall 2000-3000 ft. high. On the other sides the slopes are more gradual. Deep ravines, known as 'Cloves' (South African Dutch *Kloof*), are cut into many of the mountains



Wagner & Debes' Geogr. Estab. Leipzig.

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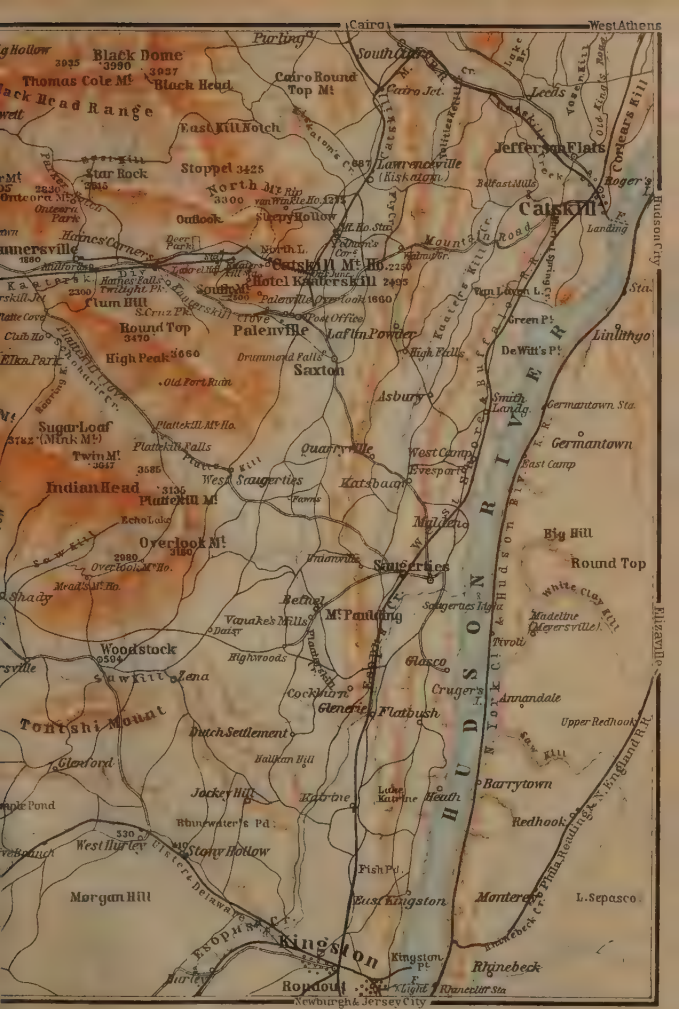
Statute Miles.

(4,5 mil)


Cairo
West Athens
Black Dome 3980
3925
Thomas Cole Mt
3937
Black Head
Black Head Range
Cairo Round Top Mt
Cairo Jct.
South Cairo
Leeds
East Kill Notch
Jefferson Heights
Jefferson Flats
Catskill
Hudson City
Star Rock
Stoppel 3425
North Mt
Overlook Mt
Hotel Kaaterskill 2495
Catskill Mt Ho. 2250
Hunter Mt
Plattekill Mt
Round Top 3470
Palenville
Laflin Powder
Saxton
High Peak 3660
Elka Park
Sugar Loaf (Mink Mt)
Twin Mt
3647
Indian Head 3136
Plattekill Mt
Overlook Mt
2989
Shady
Woodstock 2504
Tonrshi Mount
Clerford
Maple Pond
West Hurley
Stony Hollow
Morgan Hill
Kingston
Rondout
Newburgh & Jersey City
Asbury
Smith Landg
Germantown Sta.
Germantown
East Camp
West Camp
Evesparta
Quarryville
Katsbaan
Malden
Big Hill
Round Top
Saugerties
Bethel
Mt Pantling
Vanaken's Mills
Highwoods
Glasco
Cruger's
Annandale
Upper Redhook
Barrytown
Redhook
Tivoli
Madeline (Meyerville)
Flatbush
Glenerie
Cockburn
Dutch Settlement
Halfkan Hill
Jockey Hill
Rhinebeck
Fish Pd.
East Kingston
Montgomery
L. Sepasco
Hudson River
Kaaterskill Cr.
Catskill Cr.
Old Kiln Cr.
Rogers Kill
Lawrenceville (Kiskatom)
Ballast Mills
Mountain Road
Palmyra
Palenville Overlook 1660
Green Pt.
De Witt's Pt.
Drummond Falls
High Falls
Old Fort Ruin
Platte Kill Falls
Platte Kill Mt Ho.
Quarry Kill
Saugerties Light
White Clay Kill
Madeline Kill
Sawkill
Overlook Mt Ho.
Mead's Mt Ho.
Echo Lake
Plattekill Clove
Hunter Mt Ho.
Stony Clove
Stoppel Clove
Twilight Pk.
Lone Pine Mt
Elka Park
Cauterskill Clove
Haines Falls
Haines Corners
Tannersville
Onteora Park
Onteora Mt
Outlook
Outlook Mt
Van Wie's Point
Sherry Hollow
Mt Ho. Sta.
Thomas's Corners
Lawrenceville
Ballast Mills
Mountain Road
Palmyra
Palenville Overlook

by mountain-torrents. The highest summits are *Slide Mt.* (4205 ft.; p. 208) and *Hunter Mt.* (4025 ft.; p. 207). An additional attraction of the Catskills is the part they play in the scant legendary lore of America (comp. below). Their picturesque scenery, cool and healthy atmosphere, and easy accessibility have made them a favourite summer-resort; and numerous good hotels and boarding-houses (mostly open June-Sept.) now sprinkle the entire district (see below). The most frequented of these are the *Kaaterskill Hotel* and the *Catskill Mountain House* (see pp. 204, 205). A glimpse at the chief points of interest may be obtained in a day by a round-trip from Catskill to either of the above hotels and thence via *Stony Clove* and the *Kaaterskill Railroad* to *Tannersville*, *Phoenicia*, and *Kingston* (or in the reverse direction); but a stay of 1-3 weeks is desirable for a closer acquaintance with the mountains. The Catskill railways generally cease running in winter. Fair trout-fishing is obtained in the mountain-streams. The red sandstone to which the name Catskill has been attached belongs to the latest Devonian formations of America.

a. From Catskill to the Catskill Mountain House and the Hotel Kaaterskill.

Catskill (95 ft.; *Prospect Park Hotel*, with view of the Hudson, $ 3-4; *Grant House*, 1 M. to the W., with view, $ 3-3½; *Sandpaugh*, *Glenwood*, *Smith Ho.*, $ 2-3), a village with 5484 inhab., is finely situated on the W. bank of the Hudson, at the mouth of the *Catskill Creek*. There are numerous pleasant walks and drives in the vicinity, and boating and fishing may be enjoyed on the two rivers. It is a station of the Hudson steamers (p. 190) and the West Shore R. R. (p. 196).

Catskill is the starting-point of the narrow-gauge Catskill Mountain Railroad, which runs hence to (13 M.) *Cairo* (35-45 min.) and to (16 M.) *Palenville* (¾ hr.). The railway ascends the Catskill Creek, passing through *Austin's Glen* and showing the remarkable upheavals of the strata, to (8 M.) *South Cairo* and (10 M.) *Cairo Junction*, where the Cairo branch (3 M.) diverges to the right.

Cairo (345 ft.; *Columbian*, $ 2-3; *Winter Clove Ho.*, $ 2; *Glen Falls Ho.*, 4 M. from station, $ 2) is an unpretending little summer-resort, commanding a good view of the Catskills.

Beyond Cairo Junction the train skirts the base of *Cairo Round Top Mt.* 11½ M. *Lawrenceville.* — 13½ M. *Mountain House Station*, where the road to the (4¼ M.) *Catskill Mt. House* (p. 204) begins.

The 'Road from the Mountain House Station to the Mountain House (4¼ M.) ascends very rapidly, and good walkers can accomplish the distance almost as fast as a carriage. After passing through (½ M.) the toll-gate at the foot of the mountain, we turn to the left and ascend to *Sleepy Hollow*, the scene of Rip van Winkle's famous adventure, and to (1 M.) the *Rip van Winkle House* (1275 ft.). A slab of rock is pointed out as the actual spot of his twenty years' slumber! Farther on the road toils up the 'Dead Ox Hill', rounds 'Cape Horn', passes the 'Short Level', again turns abruptly to the left, climbs 'Feathered Hill', traverses the 'Long Level', passes the top of the Otis Elevating Railway (see below), and leads to the W. or rear entrance of the *Catskill Mt. Ho.* (see p. 204).

15 M. *Otis Junction*, the starting-point of the Otis Elevating Railway, which leads directly to *Otis Summit* in 10 min., ascending 1600 ft. in its length of 1⅓ M. (fare 75 c.). The top of this railway is only 100 yds. from the *Catskill Mt. House* (p. 204),

with which it is connected by a covered walk. It reduces the time of the journey from Catskill to the Mountain Ho. to 50 min. (from New York 4 hrs.).

Otis Summit is also the station for the (1 M.) *Hotel Kaaterskill* (p. 205). From Otis Summit to Tannersville, 5¼ M., *Catskill & Tannersville Railway* in ⅓ hr. — This line, which practically duplicates the Kaaterskill branch of the Ulster & Delaware R. R. (see p. 201), has stations at the (2 M.) *Laurel House*, (3¼ M.) *The Antlers*, (3½ M.) *Haines' Corners* (for *Twilight*, *Sunset*, and *Santa Cruz Parks*), and (4¾ M.) *Clum Road*. — 5¼ M. *Tannersville*, see p. 207.

16 M. **Palenville** (*Stony Brook Ho.*, $ 2-3; *Maple Grove Ho.*, *Pine Grove Ho.*, *Drummond Falls Ho.*, $ 2½; *Palenville Ho.*, 1 M. from the station, $ 2), finely situated at the entrance to the Kaaterskill Clove (see below), lies 3 M. from the Kaaterskill Hotel. Palenville is much frequented by artists, and many pleasant walks and drives may be made from it. Coaches run hence to *Haines' Falls* and *Tannersville* (p. 207; $ 1).

Some travellers prefer to drive all the way from Catskill to (12 M.) the *Mountain House* or the (14 M.) *Kaaterskill Hotel*.

The *Kaaterskill Clove is a narrow wooded ravine, like the 'Notches' of the White Mts. (pp. 164, 167), enclosed by *South Mountain* (see below) on the right and *High Peak* (p. 205) and *Round Top* (p. 205) on the left. A rough road ascends through the Clove, crossing the creek 1 M. from the station. ½ M. *Artist's Grotto* and *La Belle Falls*. A little farther on are two landslips. At (1 M.) *Profile Rock* we cross the creek (profile seen by looking back from the bridge). ¼ M. *Fawn's Leap*; ¼ M. *Buttermilk Falls*; ¼ M. Bridge over *Lake Creek*. Here we may either turn to the right and follow the lateral ravine to (1 M.) the *Kaaterskill Falls* or take the path up the Clove proper to (1¼ M.) *Haines' Falls* (p. 208). The road ascends to (1¼ M.) the *Haines' Falls House* (p. 208).

The *Road from Palenville to the Hotel Kaaterskill (3 M.; see above; coach-fare $ 1½, trunk 50 c.) runs from the station to the W. through the village, then turns to the right, and ascends along the N. side of the Kaaterskill Clove (see above). In 1½ M. we cross the so-called *Gulf*, with the *Point of Rocks* and *Indian Head* high above us to the right, and about ½ M. farther on we bend back on our course and proceed for some distance to the E., climbing towards (½ M.) the head of the Gulf, several hundred feet above the point where we crossed it below. To the left diverges the *Ledge Drive* (p. 205). In ½ M. more we reach the hotel (p. 205).

The **Catskill Mountain House** (2250 ft.; $ 3-4 per day, $ 14-25 per week, acc. to room and season; 400 beds) is magnificently situated on the ridge of *South* or *Pine Orchard Mountain* (2500 ft.). The **View from the rocky ledges in front of the hotel is of a unique beauty and interest (shown by search-light, 9-11 p.m.). Golf-links have been laid out near the hotel.

The E. escarpment of the mountain rises so abruptly from the plain, that the effect is almost as if we were leaning out of the car of a balloon or over the battlements of a castle 2000 ft. high. The plain between the mountains and the Hudson, 10 M. off, is spread out at our feet like a low-relief map, with checkerboard squares of fields, patches of woodland, villages, and farm-houses. Catskill is distinctly seen due E., and Athens (p. 191) and Hudson (p. 193) may be made out a little more to the N. The moving trains on the banks of the Hudson are curiously distinct and minute. The E. background is formed by the blue Berkshire Hills (p. 174), over which the shadowy White Mts. (p. 158) are sometimes visible.

Walks. By following the road leading towards North Mt. and North ake and taking the first path to the right, we soon reach (10 min.) the

Artist's Rock, on the E. ledge of N. Mt. (view), beyond which the path ascends some steps and reaches (3 min.) *Prospect Rock*, which commands a very extensive *View. The ledge-path next leads to (5 min.) *Sunset Rock*, beyond which it bends to the left to (7 min.) *Jacob's Ladder* and the *Bear's Den* (*View). The ledge-path ends at *Newman's Ledge* (view of Sleepy Hollow, p. 203), 10-12 min. beyond the Bear's Den. — The path to the *left* at the fork, 5 min. beyond the Bear's Den, ascends towards the crest of North Mountain (33-0 ft.), a walk round which takes in all 4-5 hrs. The path crosses the 'Burnt District' to (20 min. from Bear's Den) the cavity called the *Cellar*. Here we bend towards the left and walk round the crest to (½ hr.) the so-called **First Outlook*, at the top of the mountain, and (10 min.) the *Second Outlook*. The trail descending from this point through the trees is sometimes a little difficult to follow; but there is little danger of being lost if the general direction of the hotel be taken at the Outlook and followed by compass. An additional help in case of doubt is the water-pipe leading to the hotel (1½-2 hrs.). It is advisable not to try this walk alone. — By following the path to the left at the entrance to the North Mt. walk, passing the E. end of North Lake, and ascending along the stream, we reach (½ hr.) *Mary's Glen*, with small waterfalls. We may return by crossing the stream above the falls and following a path leading S.W. to (¼ hr.) the main road, which we reach at the *Charcoal Pit*, ⅓ M. from the hotel.

The Catskill Mt. House is about 1 M. to the N.E. of the Kaaterskill Hotel (see below), and the excursions made from the latter (see below) can all be made from the former also.

The **Hotel Kaaterskill** (2495 ft.; $4-5 per day, $21-25 per week; 1200 beds), the most fashionable resort in the Catskills, is situated on one of the highest points of *South Mt.* (see p. 204) and commands a view little, if at all, inferior to that from the Mountain House (see p. 204). Immediately to the S.W. rise *High Peak* (3660 ft.) and *Round Top* (3470 ft.), thickly clad with timber from top to bottom, and due W. is *Hunter Mt.* (4025 ft.). *Kaaterskill Station* (p. 208) lies about ¾ M. to the N.W., at the end of South Lake (p. 208).

Walks. Most of the paths, roads, and points of interest are clearly indicated by sign-posts and arrows painted on the rocks.

1. To the *Catskill Mt. House*, 1-1¼ M. Different paths, indicated by sign-posts, begin in front (E.) and to the N. of the hotel, and lead viâ the *Fairy Spring*, the *Mossy Path*, the *Druid Rocks*, the *Lemon Squeezer*, and the *Ledge Path*. The last skirts the E. edge of the mountain, affording fine views of the Hudson Valley, the best from the so-called (½ M.) *Grand View*. A short digression may be made to the left to the top of *South Mountain* (2500 ft.; *View). — A pleasant round may be made by going viâ the Ledge Path and returning viâ the Druid Rocks, making a complete circuit of South Mt.

2. *Palenville Overlook*, 1¾ M. The path leads to the S.E. from the hotel. The **Overlook** (1600 ft.) commands a fine view of Kaaterskill Clove (p. 204).

3. *Inspiration Point and Sunset Rock*, 1 M. A path beginning at the hotel-stables (to the S.W. of the hotel) leads through low wood, crossing a road, to (⅓ M.) a point on the Ledge Drive, where stands a sign-post indicating the path to (¼ M.) *Inspiration Point* (*View), overlooking Kaaterskill Clove. Thence we follow the path along the brink of the Clove to (¼ M.) **Sunset Rock** (2120 ft.), which commands a magnificent view of the Clove and of the tree-clad mass of High Peak (see above). — We may continue this walk to *Kaaterskill Falls* (p. 206), either by the paths on the level of the rock or by descending the ladder-steps to the bottom of the Clove. The easiest route to follow is the path to the extreme right ('To Hotel Kaaterskill'), which ascends to (5 min.) the *Ledge Drive*. We follow this road to the left, and in about 1 min., turning twice to the left, reach the *Laurel House* and the *Falls* (p. 206).

4. *Laurel House and Kaaterskill Falls*, 1 M. We may either follow the road leading to the S.W. from the front of the Hotel and joining (3/4 M.) the Ledge Drive (p. 205), or we take a path leading W. from the Annex to (4 min.) an old 'logging road', which leads to the left and joins the Ledge Drive near the Laurel House. — The **Laurel House** (2065 ft.; $ 2½-4 per day, $ 15-25 per week) is situated at the head of the Kaaterskill Falls, 300 yds. from the railway-station mentioned at p. 207. — The ***Kaaterskill Falls**, in an imposing rocky amphitheatre, reached by a flight of steps behind the hotel (adm. 25 c.), are 260 ft. in height, in two leaps of 180 ft. and 80 ft. In dry weather the water is dammed up at the head of the falls and turned on for visitors like the Lichtenhain Waterfall in the Saxon Switzerland. A little lower down are the *Bastion Falls* (40 ft.). — A good view of the Falls is obtained from *Prospect Rock*, on the S. side of the Clove, reached by a path (1/2 M.) from the Laurel House.

5. To *Haines' Falls*, 2½-3½ M. The most direct route is by a forest path from Prospect Rock (see above), which comes out on (1 M.) *Featherbed Lane* (see below), about 1/2 M. from the Falls. This route is a little difficult to find unaided, but the following is quite distinct. To the *Laurel House*, as above, 1 M. Hence we follow the road to the W., crossing both railways. On reaching the (1/2 M.) main road we follow it to the left for 1¼ M. We then descend to the left by *Featherbed Lane* (also crossing the railways) to the (1/2 M.) bottom of the Clove, turn to the right, and reach the (1/4 M.) *Haines' Falls House* (p. 208), where a placard indicates the way to the *Falls* (p. 208).

Other short walks may be made to (1/2 M.) the *Boulder* and to the points mentioned in connection with the Mountain House at p. 204.

The ascent of *North Mt.* (p. 205) takes about 1 hr. — That of **High Peak** (3660 ft.) takes 1½-2½ hrs. from the Haines' Falls House (p. 208) and is rather toilsome, but the view is very fine.

Longer Excursions, by railway or carriage, may be made to *Tannersville* and *Onteora Park* (p. 207; 5-8 M.), *Stony Clove* (p. 207), *Catskill* (p. 208), *Sleepy Hollow* (p. 203), *Overlook Mt.* (see below), *Plattekill Clove* (p. 207), etc.

b. From Kingston (Rondout) to the Hotel Kaaterskill.

48 M. Ulster and Delaware Railroad in 2½ hrs. (fare $ 1.41). This line skirts the S. and W. sides of the Catskills. Through-carriages run by this route from New York and Philadelphia to Tannersville, Haines's Corners, the Laurel House, the Hotel Kaaterskill, and many other points. The Day Line steamers connect directly with the railway at *Kingston Point*.

The regular terminus of the railway is at *Rondout* (p. 195), but the track has been extended to *Kingston Point*, the steamboat landing 2 M. to the E. After leaving Rondout the train stops at (3 M. from Kingston Point) the Union Station in *Kingston* (p. 195). The line ascends gradually through the beautiful valley of the *Esopus*. 9 M. *Stony Hollow* (410 ft.). — 10 M. *West Hurley* (530 ft.) is the starting-point of the road (coach $ 1.25) to (9 M.) the top of **Overlook Mt.** (3150 ft.), near which stands the *Overlook Mt. House* ($ 3; 2980 ft.; 300 beds), a favourite resort, the *View from which, embracing the Hudson, the Highlands (p. 189), and the Catskills, is considered by some authorities the finest in the district. *Mead's Mountain House* ($ 2), about halfway up the mountain (7 M. from the railway; stage $ 1), is well spoken of. Quarters may also be obtained at Aaron Riseley's farm, at *Woodstock*, 4 M. from West Hurley station. — Near (20 M.) *Shokan* (535 ft.) *High Point Mt.* (3100 ft.) is conspicuous to the left. The train now turns to the N.,

disclosing, to the left, a fine semicircle of mountains, sending off radiating spurs to a common centre (the two most to the right are *Mt. Cornell*, 3680 ft., and *Mt. Wittenberg*, 3775 ft.). Near (22 M.) *Boiceville* we twice cross the Esopus. — Beyond (26 M.) *Mt. Pleasant* (700 ft.) the valley contracts; to the left rises *Panther Mt.* (3825 ft.). *Indian Head* (3580 ft.) and other high mountains are seen to the right.

28 M. **Phœnicia** (800 ft.; *Tremper House*, with fine view, $ 3-4; *Martin*, near the rail. station, $ 2), the junction of the Stony Clove Railroad (see below), is pleasantly situated and a good centre for excursions (to the top of *Mt. Wittenberg*, *Stony Clove*, *Woodland Valley*, *Big Indian Valley*, etc.). — We now leave the main line and ascend by the Stony Clove branch (views to the left) through ***Stony Clove**, a beautiful wooded ravine between *Mt. Sheridan* (2490 ft.) and *Hunter Mt.* (4025 ft.) on the left and *Mt. Tremper* (3840 ft.) and *Stony Mt.* (3855 ft.) on the right. — 30 M. *Chichester*, with a chair factory; 33 M. *Lanesville*, with a fine view (left) of the *Diamond Notch*, *Hunter Mt.*, and *Big West Kill Mt.* (3900 ft.; to the W.). To the left are deep ravines between the spurs of Hunter Mt. Soon after passing (36 M.) *Edgewood* (1785 ft.), we reach the top of the pass (2070 ft.) and begin to descend. — 40 M. *Kaaterskill Junction* (1700 ft.), whence the *Kaaterskill Division* diverges to the right (through-cars).

The Hunter branch of the railway goes on to (43 M.) **Hunter** (1645 ft.; *West End Hotel*, $ 2½; *St. Charles*, $ 2-4; *Prospect Ho.*, $ 2; *Hunter Ho.*, $ 2-3; *Central*, $ 2), close to the base of the *Colonel's Chair* (3165 ft.) and 2 M. to the N. of *Hunter Mt.* (see above), both of which summits may be ascended hence. Fine drives may be taken to the *Overlook Mt. Ho.* (14 M.) and the *Hotel Kaaterskill* (11 M.); and nearer points of interest are *Mossy Brook* (1 M.), *Onteora Park* (see below), and *Stony Clove*.

The KAATERSKILL RAILROAD ascends towards the E. — 43 M. **Tannersville** (1860 ft.; *Hotel Martin*, $ 2-3, open all the year; *Waverley*, *Blythewood*, *Fabian Ho.*, *Campbell Ho.*, $ 2½) occupies one of the most conveniently central situations in the Catskills.

Clum Hill (2300 ft.), ¾ M. to the S., easily ascended in ½ hr., affords a good view, including the Kaaterskill Falls (p. 206; rail. station, see p. 204). — About 2 M. to the N. is *Onteora Park* (Bear & Fox Inn), a cottage colony belonging to a club which includes several well-known writers, artists, and musicians. The enclosure is private, but visitors will generally be allowed, on application at the gate, to ascend to (20 min.) the top of *Onteora Mt.* (2430 ft.), the *View from which includes High Peak, Round Top, the Kaaterskill Hotel, Twin Mt., Sugar Loaf, Plateau Mt., Hunter Mt., Round Hill, Thomas Cole Mt., Black Dome, and Black Head. — Onteora Mt. and its neighbour *Parker Mt.* are separated by the *Parker Notch* from *Star Rock* (2515 ft.; to the W.), another good point of view. — The **Black Dome** (3990 ft.), about 3 M. to the N.N.E. of Parker Mt., affords a fine panorama of the valley in which Tannersville lies and the mountains enclosing it. *Slide Mt.* (4205 ft.; p. 208), the highest of the Catskills, is seen to the right, over the shoulder of Hunter Mt. — To the S. of Clum Hill (see above) extends the fine ***Plattekill Clove** (road), between *Round Top* and *High Peak* (p. 205) to the left and *Sugar Loaf* or *Mink Mt.* (3782 ft.), *Twin Mt.* (3647 ft.), and *Indian Head* (3685 ft.) to the right. About 6 M. from Tannersville are the **Plattekill Falls* (60 ft.), near which is the *Plattekill Mt. House*. A road (Views) ascends to the right to (6 M.) the *Overlook*

Mt. House (p. 206). — About 3 M. to the S. of Tannersville, on the slope of Sugar Loaf Mt., is *Elka Park*, the property of the *Lieder-Kranz* ('L. K.') of New York, with a nice club-house. This is adjoined by the *Schoharie Manor*, a similar association, with a large club-house in the Colonial style. — Among other points within easy reach of Tannersville are *Haines' Falls* (see below), *Kaaterskill Falls*, *Clove*, and *Hotel* (pp. 204, 205), and *Stony Clove* (p. 207).

From Tannersville to *Otis Summit Station* by the Catskill & Tannersville Railway, see p. 204.

Beyond Tannersville the train soon reaches (45 M.) **Haines' Corners** (1920 ft.; *Haines' Falls Ho.*, *Glen Park Ho.*, *Lox Hurst*, $ 2), the nearest station to (½ M.) *Haines' Falls* (see below).

'Haines' Falls, at the head of Kaaterskill Clove (p. 204), consist of two main leaps, 150-160 ft. and 80 ft. high, with other plunges lower down, making in all a descent of 475 ft. in ¼ M. The water is dammed up in dry weather and the sluices opened for visitors (fee 25 c.). The environment of the falls is very picturesque. The bridge above the falls leads to *Twilight* or *Haines' Falls Park* (Twilight Rest, Lodge End Inn, Squirrel Inn, $ 2-3), another cottage-colony like Onteora Park (p. 207). Adjacent are *Sunset Park* (Inn, $ 4), and *Santa Cruz Park* (Inn, $ 2-3). About ½ M. to the E. of Haines's Corner station is *The Antlers Hotel* ($ 3-3½), with a rail. station of its own (p. 204). — From Haines' Falls to the *Kaaterskill Falls* and *Hotel*, see pp. 204, 206.

The train now traverses wood to (47 M.) *Laurel House Station* (2065 ft.), 300 yds. from the *Laurel House* and the *Kaaterskill Falls* (see p. 206). The falls are seen to the right just before we reach the station, — 48 M. *Kaaterskill Station* (2145 ft.; carriages and stages meet all trains), situated at the W. end of *South Lake*, a pretty little sheet of water. The road to the (¾ M.) *Hotel Kaaterskill* crosses the bridge to the S. and leads through wood. The *Catskill Mountain House* is 1 M. distant (comp. p. 204).

c. From Rondout (Kingston) to Oneonta.

108 M. Ulster and Delaware Railroad in 4½-4¾ hrs. (fare $ 3.24; parlor-car 50 c.). Through-cars from New York, comp. p. 206.

From *Kingston Point (Rondout)* to (28 M.) *Phoenicia*, see p. 207. To the left, beyond Phoenicia, rises *Mt. Garfield* (2650 ft.). From (33 M.) *Shandaken* (1060 ft.; Palace, $ 3; Clarendon) coaches run through the *Deep Notch* to *West Kill* and *Lexington*. — 37 M. *Big Indian* (1210 ft.; Joslyn Ho., 2 M. up the valley, $ 2; small inn at the station) lies at the mouth of *Big Indian Valley*, with the headwaters of the *Esopus*.

This is the starting-point for a visit to (11 M.) *Slide Mt.* (see below). A road ascends Big Indian Valley (stages to Winnisook Lodge in summer, fare 75 c.), with *Big Indian* or *Balsam Mt.* (3600 ft.) to the right and *Panther Mt.* (3825 ft.) to the left. Several small hotels are passed. 5 M. *Dutcher's Panther Mt. House* (2000 ft.; unpretending, $ 1½), the nearest hotel to Slide Mt., where a guide may be obtained. The road ends, 3 M. farther on, at *Winnisook Lodge*, a hunting-club and preserve. Hence a path (steep at first, then easy; 1-2 hrs.) ascends to the left to the top of **Slide Mt.** (4205 ft.), the highest of the Catskills. The *View from the tower here is very extensive, embracing about 70 peaks in the Catskills, Mt. Everett in Massachusetts (due E.; p. 175), etc. Slide Mt. is included in a large State Reservation. — A road leads across from the head of Big Indian Valley into (4½ M.) *Woodland Valley*, near *Phoenicia* (p. 207).

The gradient here is very steep. 40 M. **Pine Hill** (1660 ft.; *Rip van Winkle Ho., Cornish Ho., Winterton, Brewerton, Alpine*, $ 2½; *Ulster*, $ 2-3; *Mountain Inn*), pleasantly situated below the railway to the right. — 42 M. *Grand Hotel Station* (1885 ft.) is the culminating point of the line, on the watershed between the Hudson and the Delaware. To the right stands the ***Grand Hotel** ($ 4½), one of the most fashionable resorts of the Catskills, finely situated on the slope of *Summit Hill* (2500 ft.). It commands a splendid *View, including Belle Ayr, Big Indian, and Slide Mts. Adjacent are several smaller hotels.

The train now descends, making a bend to the left, to (45 M.) *Fleischmann's* or *Griffin's Corners* (1515 ft.), which lies like a toy-town in the valley to the right. 49 M. *Arkville* (1345 ft.; Hoffmann Ho.; Commercial Ho., $ 1½; Ackerley Ho., at Margaretville, 1 M. from the station, $ 2½). We now descend along the E. branch of the *Delaware*. — 60 M. *Roxbury* (1500 ft.). — 66 M. *Grand Gorge* (1570 ft.), between *Bald Mt.* (left) and *Irish Mt.* (right).

A stage runs hence to (5 M.; fare 50 c.) *Prattsville*, with the curious *Pratt Rocks*, carved into fantastic shapes and painted white by old Col. Pratt.

72 M. *South Gilboa* (1845 ft.).

75 M. **Stamford** (1765 ft.; *The Rexmere*, from $ 4; *Churchill Hall*, $ 3; *New Grant Ho.*, $ 2-3; *Mountain View House*, $ 2½; *Hotel Hamilton, Westholm*, $ 2), pleasantly situated near the source of the W. branch of the *Delaware*, is a quiet and inexpensive summer-resort. The favourite excursion is to the top of *Mt. Utsayantha* (3365 ft.; view; 2½ M. by road).

78 M. *Hobart* (1615 ft.; Commercial, $ 1½-2); 87 M. *Bloomville* (1550 ft.; Commercial Ho., Palmer Ho., $ 1½); 101 M. *Davenport Centre* (1220 ft.). — 104 M. *West Davenport* (1180 ft.), the junction of the Cooperstown and Charlotte Valley R. R.

From West Davenport to Cooperstown, 21 M., railway in 1-1½ hr. This line traverses the beautiful *Charlotte Valley*. — 5 M. *Cooperstown Junction*, and thence to (21 M.) *Cooperstown*, see p. 201.

At (108 M.) *Oneonta* (1095 ft.) we join the line from Albany to Binghamton (see p. 202).

Numerous other points on the N. and W. sides of the Catskills are frequented as summer-resorts.

25. The Adirondack Mountains.

Approaches. The principal gateways to the Adirondack Mts. are *Utica* (p. 233), *Plattsburg* (p. 185), *Port Kent* (p. 231), *Westport* (p. 214), *Malone* (p. 224), and *Saratoga* (p. 225); and in the following description it will be most convenient to follow the routes leading from these points into the heart of the mountains. The Adirondacks are within 8-12 hrs. of New York by railway (comp. RR. 20b, 20d), and the additional time required to go from the nearest railway-station to any point mentioned below can be easily calculated from the data in the text. *Plattsburg* is 12 hrs. from Boston viâ Burlington (comp. R. 15a). Fare from New York to *Utica* $ 5, parlor car $ 1½, sleeper $ 2; to *Plattsburg* $ 8, parlor-car $ 2, sleeper $ 2; to *Port Kent*, $ 7.60; to *Westport*, $ 6.81; to *Saratoga*, $ 4.20; to *North Creek* (p. 224), $ 5.95.

General Features. The 'Adirondack Mountains, in the N. part of the State of New York, stretch from near Canada on the N. to near the Mohawk River on the S. (120 M.), and from Lakes George and Champlain on the E. to an indefinite and irregular line on the W. (ca. 80 M.), covering an area of about 8-10,000 sq. M. The mountains, which run in five parallel ranges from S.W. to N.E., rise from an elevated plateau and many of them are over or nearly 5000 ft. high. The highest range, or Adirondacks proper, is on the E. side of the district; and the loftiest peaks are *Mts. Marcy* (5345 ft.), *McIntyre* (5112 ft.), *Skylight* (4920 ft.), *Haystack* (4918 ft.), *Gray Peak* (4900 ft.), *Whiteface* (4870 ft.), *Dix* (4842 ft.), and *Basin* (4825 ft.). The whole of the district (the so-called '*Adirondack Wilderness*'), except the highest peaks, is densely covered with forest, much of which is still virgin and almost unexplored. Lumbering is carried on very extensively, and huge quantities of spruce, hemlock, and other timber are annually sent down to the Hudson and St. Lawrence. The geological formations of the Adirondacks are mainly granitic and other primary rocks. In the valleys lie more than 1000 lakes, varying in size from a few acres to 20 sq. M. (*Schroon Lake*) and in height above the sea from 807 ft. (*Schroon Lake*) to 4320 ft. (*Tear of the Clouds*). The *Hudson River* rises in the Tear of the Clouds (p. 219), and the *Raquette*, *Saranac*, *Ausable*, and numerous other rivers and streams connect the labyrinth of lakes. This combination of mountain, lake, and forest is, perhaps, unrivalled elsewhere, and the scenery is of great and varied attraction. The fauna of the district includes catamounts or 'panthers' (*Felis Concolor*; rare), black bears, wild-cats, numerous deer, foxes, otters, badgers, rabbits, black eagles, hawks, loons, wild ducks, partridges, herons, etc.; while the lakes and streams are well stocked with trout and bass. There are no rattlesnakes or other venomous serpents. — A movement is on foot to set apart about 4000 sq. M. of the Adirondacks as a State Park like the Yosemite (p. 574), but much of this is still in private hands.

Resorts. The most frequented regions include the district of the *Saranac* and *St. Regis Lakes* (pp. 213, 212), *Lake Placid* (p. 215), and *Keene Valley* (p. 216), all of which contain numerous hotels and summer-camps. Since the opening of the Raquette Lake Railway (see p. 221), the beautiful *Blue Mt.* and *Raquette Lake* region (p. 222) has also become easily accessible. The less mountainous districts to the W. are rarely penetrated by visitors except in search of sport.

A fair general idea of the attractions of the Adirondacks may be obtained by the following tour. From *Plattsburg* (p. 185) to *Paul Smith's* (p. 212); thence, viâ the *St. Regis* and *Saranac Lakes*, to *Saranac Village* and *Lake Placid*, as described at pp. 212-215; from Lake Placid to *Adirondack Lodge* (p. 219); thence to *Summit Rock* in the *Indian Pass* (p. 220) and back; from Adirondack Lodge to *Keene Valley* (p. 216), either by road or (preferable for good walkers) over *Mt. Marcy* (p. 220); thence to *Elizabethtown* (p. 215) and *Westport* (p. 214). This tour may be accomplished in 8-10 days. Those who have longer time may add the *Tupper*, *Long*, *Raquette*, and *Blue Mountain Lakes* in the ways suggested at pp. 213, 221-222.

Sport. *Deer*, which are the chief object of the Adirondack sportsman, are generally killed by 'Still-hunting'. The somewhat unsportsmanlike practice of driving them into the water by hounds and shooting them from a boat and 'jack-hunting' (with a light at night) are now prohibited. The State Game Laws, which the visitor should study carefully, impose stringent limitations on the indiscriminate massacre of the deer, and there are now various reservations (comp. pp. 217, 220) in which the game is strictly preserved. An occasional shot at a bear may be had in the remoter recesses. The shooting of *Partridges* (ruffed grouse, *Bonasa umbellus*) is carried on with the aid of dogs. Good *Fishing* is obtained in many of the lakes and ponds. The intending sportsman should put himself at once into communication with the local talent. His outfit should be as plain, strong, and limited in extent as possible. Comp. also p. xxvi.

Camping is one of the chief features of Adirondack life; the camps varying from the luxurious permanent 'Camp' of the regular visitor down to the makeshift lean-to's of the sportsman. *Camping Parties* are fre-

quently organized, and, with good guides, a cook, and efficient equipments, afford a very pleasant variation of ordinary summer pleasures. — Flies and mosquitoes are troublesome in June and July.

Guides are to be found at all the chief resorts, and the regular charge is $3 a day, which includes the use of their boats and cooking and table ware. Their keep is also paid by the traveller. When a guide is dismissed at a distance from his home, he expects the full daily fee and allowance for food on his return-journey. For short trips one guide and boat can take two persons, but for longer expeditions there should be a guide to each traveller. The boats are small and light, so that they are easily transported over the 'carries' between the lakes on the guide's shoulders. When horses are used for the carries the employer pays for the transportation. Nothing but small hand-baggage can be taken in the boats. — The *Adirondack Guides' Association*, organized in 1891, issues certificates and badges to its members. In the absence of a graduated tariff, the same fee is demanded for a short walk as for a severe day's work. The *Brown's Tract Guides' Association* (for the W. part of the Adirondacks), the headquarters of which are at Boonville (p. 231), was incorporated in 1900.

The Hotels of the Adirondacks are generally comfortable, and some of the larger ones may even be termed luxurious. Prices vary greatly according to the style of the house and its situation.

Expenses. The expenses of a rapid tour through the Adirondacks are apt to be somewhat high, as the guide's fee ($3) and keep ($1-1½) have to be added to the traveller's personal expenses ($3-5). Camping and sporting parties live, of course, much more cheaply than hotel-guests.

The information in the following pages will suffice for a rapid tour through the Adirondacks, but those who contemplate a prolonged stay or shooting and camping parties should procure the guidebook of *S. R. Stoddard* of Glen Falls, N. Y. (with maps; price 25 c.), which is revised annually and contains details of routes, outfit, and supplies. The best available map is also published by Stoddard ($1).

a. From Plattsburg to St. Regis, Tupper, Saranac, and Placid Lakes.

82 M. Chateaugay Branch of Delaware & Hudson R. R. to (73 M.) *Saranac Lake* in 3¼ hrs. (fare $3; from New York $ 8.80); thence to (9 M.) *Lake Placid* in ½ hr. (fare $1; from New York $ 9.80). Through sleeping & parlor-cars from New York.

Plattsburg, see p. 185. The train passes the *U. S. Barracks* (p. 185) and runs to the W. through the valley of the *Saranac*. It crosses the river before and after (12 M.) *Cadyville* and then ascends to the right, leaving the river. Beyond (17 M.) *Dannemora* (1810 ft.), with *Clinton Prison*, we make a wide sweep to the left, round *Johnson Mt.* To the left is *Lyon Mt.* (3810 ft.). — 28 M. *Chazy Lake* (1500 ft.; Chazy Lake Ho., $2½-4; steamboat from station 50 c.), at the S. end of *Chazy Lake* (4 M. long, 1 M. wide; trout-fishing).

From (34 M.) *Lyon Mountain*, an iron-mining village, coaches run to (3½ M.) *Ralph's* ($3 a day; fare 75 c.) and to the (4¼ M.) *Chateaugay Hotel* ($3) and *Merrill's* ($2-2½; fare 75 c.), on the E. side of *Upper Chateaugay Lake* (4 M. by 1 M.). A small steamer plies on the Chateaugay Lakes and a coach runs from the N. end of the *Lower Lake* (3½ M. × ¾ M.) to (6 M.) *Chateaugay Station*, on the Rutland R. R. — The railway now bends to the S. (left), affording a good view of Chateaugay Lake to the right. 54 M. *Loon Lake Station*, at the N. end of *Loon Lake* (2 M. long), connects by

stage (75 c.) with (2½ M.) *Loon Lake House* ($ 4-5), at the S. end. To the right are *Loon Lake Mt.* and *Long Pond.* At this point our line runs parallel with the Adirondacks Division of the N. Y. C. & H. R. R. R. (see p. 221). — 61 M. *Onchiota.* — 66 M. *Bloomingdale* (New St. Armand, 2 M. from the station, $ 4) is the nearest station on this line for *Paul Smith's*, 7 M. to the W. (sandy, uninteresting road; stage 75 c.; see below). — 73 M. *Saranac Lake* (see p. 213). 76 M. *Ames Mills;* 77 M. *Ray Brook* (Hotel, $ 3); 81 M. *Lyons.* — 82 M. *Lake Placid* (see p. 215). The station lies about 1 M. from the S. end of the lake (carr. fare to most of the hotels 25 c.; trunk 25 c.).

The **St. Regis Lake House,** known as *Paul* (properly *Apollos*) *Smith's*, a hotel (500 beds; $ 4-5 a day, $ 21-30 a week) on the N. bank of the *Lower St. Regis Lake* (1620 ft.; 2 M. × 1 M.), is one of the most frequented resorts in the district and may be made the starting-point for a guide-boat tour of the N. Adirondack lakes. It is only 4 M. from *Paul Smith's Station* on the Adirondack & St. Lawrence Division of the N. Y. C. & H. R. R. R. (see p. 224). Both the St. Regis Lakes are surrounded by numerous camps, and good fishing and shooting are obtained in the neighbourhood. Near Paul Smith's is the large *Sanitarium Gabriel*, managed by Sisters of Mercy.

The following *Round Trip is frequently made from Paul Smith's, and affords an excellent idea both of the attractions of the Adirondacks and of the ordinary methods of travelling.

The circuit is about 40-45 M., and 3 days should be allowed for it, though more may profitably be spent, especially if any digressions are made. Those who make the round trip quickly should engage their guide and boats for the whole journey; others may hire from place to place (comp. p. 211). The guides should be expressly instructed to go by the distinctly preferable 'Seven Carry Route', as otherwise they will select the 'Big Clear Route', on which two horse-carries ($ 1 and $ 1½) save them some work and add to the tourist's expenses. If desired, heavy baggage may be sent to Saranac Village by railway.

Leaving Paul Smith's, we cross the *Lower St. Regis Lake* by boat (½ M.); row to (¾ M.) *Spitfire Pond;* cross this pond (½ M.), and row to the (½ M.) *Upper St. Regis Lake* (1625 ft.), which we cross to (2 M.) its S. end. To the W. rises *St. Regis Mt.* (2890 ft.).

Here begins the carry to (1½ M.; fee for horse $ 1) *Clear Lake* (*'Big Clear'*), a pretty little lake, well stocked with fish, on the N. bank of which stands *Rice's Lake Clear Hotel* ($ 3; well spoken of). Clear Lake is 2 M. long, and a carry of 4 M. leads from its S. end to *Saranac Inn* (horse for boat $ 1½; seat in a carriage 50 c.).

On the Seven Carry Route we traverse six short carries and six small ponds and reach (3 M.) *Little Clear Pond*, which is 1 M. long and 2 M. from Saranac Inn (9 M. from Paul Smith's). In either case we cross the Adirondack & St. Lawrence Division of the N. Y. C. & H. R. R.

***Saranac Inn** (from $ 4; telegraph-office; golf) lies at the N. end of Upper Saranac Lake, 1¾ M. from *Saranac Inn Station* on the Adirondack and St. Lawrence R. R. (see p. 223).

***Upper Saranac Lake** (1575 ft.), 7½ M. long and ½-3 M. wide, is one of the largest sheets of water in the district. It is dotted with islands and surrounded by thickly wooded and hilly banks. Good fishing and shooting. Small steamers ply on the lake (fare 75 c., round-trip $ 1), calling at the *Sweeny Carry* (Wawbeek Lodge, $ 4-8, with tel. office), on the W. bank, *Indian Carry* (Rustic Lodge, $ 2½; golf-links), at the S. end, and *Bartlett's* or the *Saranac Club*, on the E. side.

Wawbeek Lodge is 8 M. to the E. (stage $ 1½) of *Tupper Lake Village*, on the New York & Ottawa R. R. (see p. 223). — The *Sweeny Carry* (3 M.; horse for boat $ 2, seat in buckboard 50-75 c.) leads to *Raquette River* (Tromblee's Inn, $ 2), which may be ascended, with the help of a horse-carry ($ 1¼; seat in carr. 50 c.) round the *Raquette Falls*, to (ca. 20 M.) the N. end of *Long Lake* (p. 223). Or we may descend the river to (11 M.) *Tupper Lake* (p. 223).

Indian Carry crosses to (1 M.) the *Stony Creek Ponds* (1640 ft.; Hiawatha Hotel, $ 3-4) and to (3 M.) *Axton*, on the *Raquette River* (about 8 M. from Tromblee's).

A short carry from the landing for Bartlett's (¼ M.; horse, unnecessary, 50 c.) leads to the stream flowing into the (½ M.) *Middle Saranac Lake*, more often called *Round Lake* (1545 ft.), a nearly circular sheet of water, 2½ M. in diameter. This little lake is sometimes lashed by violent squalls coming down from the hills, and it is advisable to keep an eye on the weather. To the S.E. rises *Ampersand Mt.* (3430 ft.; *View), the trail to the top of which (ca. 2½ M.) leads through the woods and is not easy to follow without a guide. At the N.E. corner of Round Lake we enter its pretty outlet, descending to (2½ M.) the lower lake and passing about halfway a series of rapids, where a short carry is necessary.

***Lower Saranac Lake** (1540 ft.), 5 M. long and ¾-1¼ M. wide, is one of the prettiest of the Adirondack lakes, surrounded by wooded hills and sprinkled with 52 islands. Near the lower (N.E.) end of the lake lies **Saranac Lake Village**, with the stations of the N. Y. C. and D. & H. railways (p. 212), and one of the chief centres of the district for hotels, guides, and outfits.

The *Ampersand Hotel ($ 4-7) is pleasantly situated on high ground on the N. bank of the lake and is adjoined by golf-links. The Algonquin ($ 3-4) lies on the S. shore of the lake (omn. 50 c.). The Del Monte ($ 3) is 1 M. to the N. The Berkeley ($ 3-5) and the *Riverside ($ 2-3) are the chief hotels in the village itself. The Adirondack Sanitarium (for consumptives) lies 1 M. to the N.E. — *H. H. Miner*, taxidermist, to the N. of the Algonquin Hotel, has excellent stuffed specimens of the fauna of the Adirondacks.

Saranac Lake is 10 M. by road (railway, see p. 212) from *Lake Placid* (p. 215). The road turns to the right in the village, 1½ M. from the lake, and passes (2½ M.) the *Ray Brook House* (p. 212). At (3 M.) the fork the left branch leads to (3 M.) *Lake Placid*, the right to (5 M.) *North Elba Post Office* (p. 215).

We may now return to Paul Smith's by railway (see p. 223).

b. From Port Kent to Ausable Chasm and Lake Placid.

Port Kent lies on the W. shore of *Lake Champlain* (see p. 231), nearly opposite *Burlington* (p. 149; steamer), and within 8½ hrs. by railway of New York (comp. R. 20b; fare $ 7.60).

A short branch-railway runs in 20 min. from Port Kent to (2½ M.) *Ausable Chasm* (*Ausable Chasm Hotel, finely situated; $ 4) and to (6 M.) *Keeseville*.

The **Ausable Chasm is, perhaps, the most wonderful piece of rock-formation to the E. of the Rockies, and should not be omitted by any traveller who comes within a reasonable distance of it. The *Ausable River*, a large and rapid stream, here flows through a rocky gorge only 20-40 ft. wide, between perpendicular walls of Potsdam sandstone, 100-175 ft. high. Waterfalls and rapids add to the attractions. A visit to the chasm has been facilitated by paths and bridges; and the boat-ride through the rapids affords a novel and exciting but perfectly safe experience. Numerous interesting fossils *(lingula antiqua, trilobites)* have been found here.

The Entrance to the chasm (adm. 75 c., boat-ride 50 c.) is a little to the N. of the **Trestle Bridge*, a few minutes from the Ausable Chasm Hotel. At the head of the chasm (to the left) are the **Rainbow* or *Birmingham Falls*. 70 ft. high, while near the point where we enter are the lower *Horseshoe Falls*. Following the path to the right over the ledges (smooth as if made artificially), we round the *Elbow*, beyond which, across the stream, rises the *Pulpit Rock* (135 ft.). Below the *Split Rock* (l.) we cross the stream. Farther on more or less appropriate names are attached to the various phenomena, such as the *Devil's Oven* (r.), *Hell Gate*, *Jacob's Ladder* (r.), the *Devil's Punch-Bowl* (l.), *Jacob's Well* (l.), *Mystic Gorge* (l.), *Shady Gorge* (r.), the *Long Gallery*, *Point of Rocks* (l.), *Hyde's Cave* (r.), *Column Rocks* (r.), and the *Post Office* (l.; so-named for very obvious reasons). We are now in the *Upper Flume*, at the lower end of which we cross to the flat *Table Rock*, where the boat-ride begins and where many visitors turn back. Here, to the right, tower the **Cathedral Rocks* and the **Sentinel*, 100 ft. high. The boat at first passes through the **Grand Flume*, the rocky sides of which are 175 ft. high, while at one place the river is 60 ft. deep and only 12 ft. wide. Emerging from the Flume, we pass through a quiet pool and enter the **Rapids*, through which we sweep swiftly to the landing-place at the foot of the chasm. We may now either walk or drive back to the (1½ M.) hotel.

Coaches run daily in summer from the Ausable Chasm Hotel to (32 M.) *Lake Placid* (p. 215; $ 4), viâ (3½ M.) *Keeseville*, (13 M.) *Ausable Forks Station* (p. 185), and (21 M.) *Wilmington* (p. 216).

c. From Westport to Elizabethtown, Keene Valley, and Lake Placid.

Adirondack Lodge. Indian Pass.

Westport (**Westport Inn*, overlooking the steamboat-wharf, $ 4; *Richards*, $ 2; *The Westport*, at the rail. station, not to be confounded with the Westport Inn, $ 2, unpretending) is a village of about 500 inhab., on the W. shore of Lake Champlain, 25 M. to the S. of Port Kent (p. 213) and 10 M. to the N. of Port Henry (p. 231). It is the chief gateway to, perhaps, the finest part of the Adirondacks, coaches running hence, viâ (9 M.) *Elizabethtown* ($ 1), to *Keene Valley* (24 M.; fare $ 2½), *Lake Placid* (36 M.; $ 4), and *Adirondack Lodge* (36 M.; $ 4½). It is within 7 hrs. of New York by fast train (comp. R. 20b; fare $ 6.81).

The Road to Elizabethtown (9 M.) is pleasant, but calls for no special remark. — **Elizabethtown** (600 ft.; *Windsor*, $3-4; *Deer's Head Inn*, $2-4; *Maplewood Inn*, 1 M. to the N., open the whole year, $2-3), a village with 491 inhab., is prettily situated on the *Boquet River*, in the well-named *Pleasant Valley*.

Among the points of interest in the neighbourhood are *Cobble Hill* (1790 ft.), just to the S.W. of the town, with golf-links; *Raven Hill* (1970 ft.), to the E.; and *Hurricane Mt.* (3685 ft.), 5 M. to the W. (cart-road; path to the summit 2 M. more), a fine point of view. On the W. side of Hurricane Mt. is the *Willey House* (S 3). — A road leads to the S., viâ the (8 M.) *Split Rock Falls*, (10 M.) *Euba Mills*, and (23 M.) *Schroon River P. O.*, to (32 M.) *Schroon Lake* (p. 224; coach thrice weekly, S 2½). — To the N. a road leads to (22 M.) *Keeseville* (p. 214), viâ *Poke o' Moonshine Mt.* and *Augur Lake*.

The *Road from Elizabethtown to Lake Placid (28 M.; from which the roads to Keene Valley and Adirondack Lodge diverge) passes through one of the most beautiful parts of the Adirondacks. It leads to the W., passing between *Hurricane Mt.* (see above) on the right and several lower hills on the left. 10 M. *Keene Valley* (see p. 216) opens to the left. Our road turns N. to (2 M.) *Keene Village* or *Keene Centre* (1000 ft.; Hotel, D. 75 c.). Beyond Keene the road turns sharply to the left (S.E.) and ascends to the (4 M.) beautiful **Cascade Lakes* (2040 ft.; well stocked with trout), with *Pitch Off Mt.* (3520 ft.) rising so abruptly to the right as barely to leave room for our passage. *Long Pond Mt.* (4090 ft.) rises equally sheer on the other side of the lakes. The **Cascade Lake House* (6 M. from Keene; $3, D. $1) is a favourite resort of fishermen and others. Ahead of us we now obtain a fine *View of the mountains enclosing Lake Placid. — 4 M. *Ames's Mountain View House* (burned down in 1903). Among the mountains seen to the S. (left) are *Mts. Marcy* and *McIntyre* (p. 220), the two loftiest peaks in the district. At *North Elba Post Office*, about 1 M. farther on, the road to (5 M.) *Adirondack Lodge* (p. 219) diverges to the left, and after 2 M. more the Riverside Drive to *Wilmington Notch* (p. 216) leads to the right. Just beyond this point we cross the *Ausable River*, and on the left, ½ M. farther on, is a sign pointing to (½ M.) *John Brown's Farm* (p. 216). About 1 M. farther on the road to (2 M.) *Lake Placid* diverges to the right from the main road, which goes on to (10 M.) *Saranac Lake Village* (p. 213).

***Lake Placid** (1860 ft.), 4 M. long and 2 M. broad, is surrounded by finer and higher mountains than any other of the larger Adirondack lakes, and numerous hotels and cottages have been built on its banks. It contains three islands, *Hawk*, *Moose* (owned by the *Lake Placid Club*), and *Buck*. At its S. end it is closely adjoined by the small *Mirror Lake* (1858 ft.), 1 M. long and ⅓ M. wide. Boating and fishing are carried on on both lakes, and golf-links have been laid out. *Whiteface Mt.* (p. 216) is conspicuous at the N.E. end of Lake Placid, while *McKenzie Mt.* rises to the W. The *View to the S. includes the peaks (named from left to right) of Gothic,

Saddleback, Basin, Marcy, Colden, and McIntyre, with Indian Pass (p. 220) to the right of the last. Small steamers ply on Lake Placid.

Most of the hotels and other houses are clustered round the S. end of Lake Placid and Mirror Lake. **Stevens House* (1935 ft.; $3½-6), on the ridge between the two lakes; *Grand View Hotel* ($3½-7), to the S. of the Stevens Ho.; **Lake Placid Inn* ($3½), to the E. of the Stevens Ho., with view of both lakes; *Ruissenumont Ho.*, to the N. of the last ($4-6); *Homestead*, between the Grand View and Stevens Ho., $3; *White Face Inn*, in a sequestered site on the S.W. side of Lake Placid, $4; *Undercliff* ($12-20 per week), W. bank of Lake Placid. *Camp Asulykit (Mr. McCutcheon)*, near the White Face Inn, is one of the finest in the Adirondacks.

The **Lake Placid Club** (postal address, Morningside, N. Y.), the large park of which occupies the S. and E. sides of Mirror Lake, differs from the other Adirondack clubs in having no shooting or fishing preserves, but provides its members with excellent facilities for golf, boating, bathing, riding, driving, mountain-climbing, and other outdoor sports. The annual subscription is $10. Visitors, on the introduction of a member, may stay 14 days at the Club House (R. from 50 c. to $6 a day), and strangers are generally allowed to lunch or dine on application at the office. *Adirondack Lodge* (p. 219) is the forest headquarters of the Club.

Excursions. The path to (3 M.; ca. 2 hrs.) the top of ***Whiteface Mt.** (4870 ft.) begins at the N. end of Lake Placid (guide desirable). The *View includes the main Adirondack peaks (S.), Lake Champlain (E.), the Saranac and Tupper Lakes (W.), and about 60 smaller sheets of water, while on the N. it reaches to Canada and the St. Lawrence. The descent may be made by bridle-path and cart-track to (6 M.) *Wilmington* (see below). — *McKenzie Mt.* (3190 ft.) may be ascended in 2 hrs. (no path). — ***John Brown's Farm** (route, see p. 215) is in a lonely spot, 3 M. from Lake Placid. The sturdy old Abolitionist (comp. p. 328) had his home here from 1849 till his death (1859), and now lies buried in a small enclosure near the house, with a huge boulder marking the spot (shown by the custodian, who has photographs for sale). Adjacent is a monument with the names of twenty persons who bought the John Brown Farm and presented it to the State, to be kept as a public park (1896). Walkers may cut off 2 M. of the route to *Adirondack Lodge* (p. 219) by descending to the *Ausable* from John Brown's, crossing the river by stepping-stones, and following a path through the woods, which joins the road in 2 M.

The *Riverside Drive through the Wilmington Notch to Ausable Forks (26 M.) diverges to the left (N.) from the road to Elizabethtown, at a point 4 M. from Lake Placid (see p. 215; coach $2½). The **Notch* (10 M.) is a defile on the S.E. flank of *Mt. Whiteface* (see above), through which flows the W. branch of the Ausable, scarcely leaving room for the road. *Wilmington* (Bliss House, $2), 6 M. farther on, is a good starting-point for an ascent of Whiteface (see above; saddle-horse $4, guide $3). At *Ausable Forks* (10 M. farther on), where the two branches of the *Ausable* unite, we reach the railway (see p. 185).

Among the numerous other excursions made from Lake Placid are those to *Adirondack Lodge* (10 M.; see p. 219) and *Keene Valley* (21 M.; see below).

***Keene Valley** (approaches, see p. 215), extending for 8 M. to the S. from *Keene Village* (p. 215), is, in its combination of the gentler and the sterner beauties of scenery and its convenience as a centre for all kinds of excursions, one of the most desirable headquarters in the Adirondacks. It is watered by a branch of the *Ausable*, and is enclosed by two mountain-ranges, including *Hopkins Peak*, the *Giant of the Valley*, and *Noon Mark* on the E., and *Mt. Porter*, *Twin Mts.*, and the *Wolf's Jaws* on the W. The autumn colouring of the trees is often rich beyond expression.

The valley is traversed by a good road, which passes various hotels and (5 M.) *Keene Valley Village* (1030 ft.). A bicycle path skirts the road from the

village to the Lower Ausable Lake. The following list of the hotels names them in consecutive order from N. to S., as we penetrate the valley; but the tourist is advised to fix his quarters as near the head of the valley as possible. *Estes House* ($ 2), on the E. bank of the river, at the foot of Prospect Hill; *Adirondack House* ($ 2½), to the W. of the village; *Tahawus House* ($ 2½), in the village, to the right; *St. Hubert's Cottage*, to the right, near the head of the valley. *St. Hubert's Inn (1350 ft.; from $ 4) is a large and well-managed house at the head of the valley, occupying the site of the well-known Beede House, which was burned down in 1890. It is surrounded by groups of private cottages, many of the occupants of which take their meals at the hotel. The *View is superb. Immediately facing St. Hubert's Inn, to the S.E., rises Noon Mark, with the long ridge of the Giant and Hopkins Peak to the left and the conical Mt. Colvin to the right. To the N. we look down the Keene Valley, and to the S.W. is the road to the Ausable Lakes, between Mt. Colvin and Mt. Resegonia. In front of St. Hubert's Inn lie the St. Hubert Golf Links. Adjacent is a small circulating library. — On the farm of *Glenmore*, at the N. end of the valley, is the *Summer School of Philosophy*.

The following Excursions are described with St. Hubert's Inn as centre, but it will be easy to make the necessary rectification for other starting-points in the valley. — Keene Valley has an excellent *Guides' Union*, a list of the members of which may be obtained at the hotels. The regular fee is $ 3 a day for any excursion; a graduated tariff is an obvious desideratum which has not yet been adopted. — Many new trails have been constructed by the *Adirondack Trail Improvement Society*.

Ausable Lakes, ca. 15 M. (there and back). This is the favourite excursion from Keene Valley and should on no account be omitted. The lakes are included in the *Adirondack Mountain Reserve*, a tract of about 40 sq. M. to the S. of Keene Valley, bought and controlled by a company. Ordinary tourists, however, are freely admitted to the Reserve, though none but the authorized guides are permitted to have boats on the upper lake. The entrance to the Reserve is a little to the S.W. of St. Hubert's Inn (toll for carr. $ ½-1, walkers free). A fine road, constructed by the company, leads hence to the (3½ M.) *Lower Ausable Lake (1960 ft.; boat-house, with rfmts., boats to hire, etc.), a small sheet of water, about 2 M. long, surrounded by beautifully wooded mountains descending sheer to the water. To the left rises *Indian Face* (2535 ft.; *View), a knob of Mt. Colvin; to the right are the finely formed *Gothics* and *Mt. Resegonia* or *Sawteeth*. [From the boat-house we may make a trip by boat (1-3 pers. 15 c., each pers. addit. 5 c.) to (10 min.) the landing for *Rainbow Falls*, a veil-fall of about 100 ft. (rainbow 12-2 p.m.).] From the upper end of the lake a good trail leads to (1¼ M.) the *Upper Ausable Lake (1990 ft.), which is 1¾ M. long. 'In the sweep of its wooded shores, and the lovely contour of the lofty mountains that guard it, this lake is probably the most charming in America' (*Warner*). To the right (named from left to right) are *Skylight*, *Haystack*, *Mt. Bartlett*, *Basin*, *Saddleback*, *Gothic*, and *Resegonia*; to the left, *Colvin* and the *Boreas Range*. (Mt. Marcy is not seen from either lake.) The lake is surrounded with camps belonging to the guides, where meals are usually cooked and eaten before returning. Many parties also spend days here in one of the camps, the charge being 25c. per night for each person. Before returning we may row up the inlet of the lake as far as (½ hr.) the *Elk Lake Trail* (p. 218) and then follow the general course of the stream (avoiding paths to the left) to (20 min.) *Panorama Bluff*, which commands a splendid *View of the mountains (from left to right: Allen, Skylight, Marcy, Haystack, Bartlett, Basin, Saddleback, Gothics, Resegonia). Route to *Mt. Marcy*, see p. 219. — A trail beginning about 1¾ M. above the Upper Ausable Lake, a little beyond the Marcy trail (p. 219), leads to the E. over the *Boreas Mt. Range* to (5½ M.) *Elk Lake* (1980 ft.), whence a road leads S. to (5 M.) the road from Tahawus (p. 221) to *Schroon River Post Office* (p. 221; 5 M. to the E.).

Short Walks. The *Russell Falls* are reached in 10 min. by a path descending from the back (S.W. corner) of St. Hubert's Inn. — The foot

of *Roaring Brook Falls*, descending for about 300 ft. over a cliff on the W. side of the Giant, is about ¾ M. to the E. of the hotel. We follow the Port Henry road to (10 min.) the fork, turn to the left, cross a small bridge, and then cross a field to the right to bars leading into the wood. The cart-track in a straight direction leads to the foot of the falls. By following the Port Henry road for 1½ M. farther, we reach *Chapel Pond* (1600 ft.; right). A steep path, a little farther on, to the left, ascends to (20-30 min.) the *Giant's Washbowl* (2250 ft.), a solitary mountain-tarn at the foot of a gigantic cliff. A trail (marked by 'blazes' on the trees) leads hence to the W. to (1 M.) the top of Roaring Brook Falls (see above), whence we regain the road by descending on the right side of the stream (a round in all of 4-5 M., taking 2-3 hrs.). — With the last-mentioned walk may be combined a visit (2 hrs. more) to *Round Pond* and *Boquet Falls* (trails indistinct; guide desirable). — To reach the (3 M.) *Cathedral Rocks* we follow the Ausable Lake road for ½ M. and then cross a rustic bridge to the right. With this may be combined a visit to the small *Cathedral Falls* (someone to point out the way desirable). — *Artist's* or *Chapel Brook*, 1½ M. We proceed as in the Roaring Brook Walk to (20 min.) the bars leading into the wood, and follow the first path to the right. The scenery somewhat resembles the Torrent Walk at Dolgelley.

Ascents. The following ascents are condensed, by permission, from papers by *Mr. Frank W. Freeborn* in 'Appalachia' (p. 159). Experts may dispense with guides in the first six. — ***Noon Mark** (3550 ft.; 1¾-2½ hrs.). We diverge to the right from the Chapel Pond road, just beyond the last cottage on the right (Prof. Felix Adler's), and follow the broad path, which soon climbs along the left side of a ravine to (35-45 min.) a bare ledge (view). The path then follows a gentle ridge and (in 25-35 min.) begins to ascend steeply to (30-40 min.) the top. The *View includes Keene Valley and its bounding mountains, Mt. Dix, with its curious knob (S.), Nipple-top, and the Marcy group. — **Mt. Colvin** (4074 ft.; 2-3 hrs.). The path leaves the Ausable Lakes road to the left, about ¼ M. on this side of the lower lake, and ascends the left side of *Indian Face* (p. 217; sign-boards). 35 min. Path to (5 min.) *Wizard's Washbowl*, to the left. ½ hr. (l.) Path to (6 min.) *High Falls*. 5 min. (l.) Trail to *Fairy Ladder Falls* and *Nipple-top* (4620 ft.). 35 min. (r.) High white cliff, a little beyond which are a large rock and a small spring (r.). 20 min. Top (highest point reached by ladders). The *View to the N. includes the Ausable Lakes and the highest peaks of the Adirondacks (named from left to right: Skylight, Marcy, Haystack, Basin, Saddleback, Gothic, with Sawteeth in front, and Wolf's Jaws). — ***Giant of the Valley** (4622 ft.; 2½ 3½ hrs.). The path diverges to the left from the track to Roaring Brook Falls, just beyond the bars (1250 ft.) mentioned above. 12-15 min. We follow the path to the left. 15-20 min. *Corduroy Bridge*, beyond which we follow 'blazes' through the wood to the left and reach (3 min.) the brook. A foot-worn trail, also indicated by blazes, ascends hence steadily for 1-1¼ hr. (The right branch at the fork is of easier gradient.) Then follows ½-¾ hr.'s scramble over rocks to the end of the S. spur. Hence to the top ½ hr. more. (A little to the N.E. of the Signal is a small pool of water.) The *View includes Lake Champlain and the Green Mts.; and Mt. Washington (p. 169) is said to be visible in clear weather. — **Hopkins Peak** (3175 ft.; 2½-3 hrs.). We follow the road down the valley for about 3 M., and before reaching the Tahawus Ho. (p. 217) turn to the right and cross the *Ausable*. We then turn to the right and follow the road to (10 min.) a house, at the back of which the path begins. 1½-1¾ hr. Spring, a little beyond which the path emerges on the bare ledges. (It is well to mark this point in some way as a guide in returning.) 35-45 min. Top. Good view of the Giant, etc. — **Mt. Baxter** (2400 ft.; 1½-2½ hrs.). The path begins about ¾ M. to the W. of the cottage of 'Old Mountain Phelps,' which is ¾ M. from the Tahawus Ho. The **Balcony*, a bare ledge on the W. summit, commands a splendid view of Keene Valley, and it is hardly worth while to climb (20 min. more) to the top of the highest (middle) peak. — The **Gothics** (4740 ft.; 2½-3½ hrs.). The trail begins to the right of the Ausable Lake road,

2 M. from St. Hubert's Inn. It is not very clear at first, but, after crossing (1/4 hr.) the Ausable, improves. 3 min. Cascade. 1 1/2 hr. Ridge at right angles to our course, which the trail skirts to the right. 1/2 hr. Hollow, with swampy pool. The (15-20 min.) top commands a good near View of Mt. Marcy, with Mt. McIntyre to its right. Lake Placid and Whiteface are seen in the distance (N.). Dix Mt., with its singular notch, is conspicuous to the E. — *Mt. Marcy or *Tahawus* ('Cloud splitter'; 5345 ft.; two days; guide necessary), the highest of the Adirondacks. This is a grand but somewhat fatiguing excursion, which should not be lightly undertaken. The night is spent in Boulder Camp (see below), and the descent may be made to Adirondack Lodge (see below). Campers on the Upper Ausable Lake can make the trip in one day (ascent 4-5 hrs., descent 3-4 hrs.). The path (7 M. long) begins at the little bay called '*Cold Slough*' in the inlet of Upper Ausable Lake, about 1 1/2 M. beyond its S. end, and at first crosses boggy ground. 25 min. Path diverging to the left (our path straight on). 3/4 hr. *Lookout Point*, a high sandy bank. The path becomes steeper and in 40 min. crosses *Marcy Brook*. 10 min. Path leading to the right to (5 min.) *Boulder Camp* (see above). The main path becomes steep and wet. 40 min. Col between *Skylight* (1.; 4920 ft.) and Mt. Marcy, with a spring of good water and the remains of *Summit Camp*. The trail crosses a tract of low balsams to (25 min) the open ledges, beyond which there is no trail. The top is reached in 1/4 hr. more. The View embraces the whole of the Adirondacks, with Lake Champlain and the Green Mts. to the E. To the S.E., between us and the dark *Haystack*, lies the deep and narrow *Panther Gorge* (3350 ft.). At our feet (S.W.) lies the *Tear of the Clouds*, a small lake 4320 ft. above the sea, which is the highest source of the Hudson. The trail from the top to *Adirondack Lodge* is 7 1/2 M. long (p. 220). — Among other mountains that may be ascended from Keene Valley, with guides, are *Dix Mt.* (4842 ft.; one long day), *Haystack* (4918 ft.; one day), *Nippletop* (4685 ft.; 8 hrs.), and *Mt. Porter* (E. end, 3790 ft.; 3 1/2-4 1/2 hrs.).

Schroon Lake (p. 224) is reached from Keene Valley by the Port Henry road (see p. 218) to (8 M.) *Euba Mills*, and thence as at p. 245. — There is no very direct or easy route connecting Keene Valley with the *Long Lake* and *Blue Mountain* district. Perhaps the best route is by the trail over the *Boreas Mt. Range* (p. 247) or by the *Tahawus Trail* (p. 220). Or we may go viâ *Saranac Lake* as described at p. 213. Lastly, we may return by train, viâ Westport, to *Saratoga*, and proceed thence as in R. 25e.

***Adirondack Lodge** (2160 ft.), completely hidden in the dense forest to the N. of Mt. McIntyre and 5 M. from the highroad (transfer-coach $ 1; comp. p. 215), is now the forest-branch of the Lake Placid Club (p. 216) and affords excellent headquarters for anglers and pedestrians. The lodge itself, which was tastefully built in the style of a rustic log-house, was burned down in 1903 but is to be at once rebuilt in the original style; meanwhile accommodation is provided for small parties ($ 4-5 per day). In front of the house lies the pretty little *Heart Lake*, reflecting the form of *Mount Jo* (3000 ft.), opposite Mt. McIntyre. The fire, which destroyed the trees on the E. side of the lake, has opened up the magnificent forest and mountain view to the S. No sign of human habitation is visible. Beyond the lodge (to the S.) all roads cease, and the only means of communication are 'trails' through the virgin forest, sometimes followed by the 'blazes' only (guides generally desirable). — *Indian Pass*, see p. 220.

Excursions. To *Avalanche Lake*, 5 M. The trail leads to the S., through the woods. This pretty little lake (2860 ft.) lies between Mt. McIntyre and Mt. Colden. The trail is continued along its W. side to (1 1/2 M.) *Lake Colden* (2770 ft.; log-camp). From Lake Colden a trail leads to the W.

to (7 M.) the Tahawus Club (see below), viâ (2 M.) *Calamity Pond*. — *Mount Jo* (p. 217) is climbed in 1/2-3/4 hr. and affords a good view. — *Mt. McIntyre (5142 ft.), the highest but one of the Adirondacks, is ascended hence in 2-3 hrs. (descent 1½-2 hrs.; path steep, esp. towards the top; guide desirable, but may be dispensed with by an expert who has received a few directions). The trail winds round the W. side of *Mt. Wright* (to our left). About half-way up are the small *Silver Cascade* and *Hermit's Cave*. The *View includes Mt. Marcy (close by, to the S.E.), Lake Colden (but not Avalanche Lake), Colden Mt., Saranac Lakes, the finely formed Gothics, the noble form of Whiteface, the splendid precipice of Wallface (see below), Mt. Seward, etc. Lake Champlain is said to be visible in clear weather. — *Mt. Marcy (p. 219) is climbed hence by a trail 7½ M. long, in 4-5 hrs. (descent 2½-3½ hrs.; guide necessary). The first half of the ascent is generally very muddy and fatiguing. The trail passes the *Crystal Falls* and (near the summit) the *Tahawus Cabin*. Those who mean to descend to Keene Valley (telegraph for a boat to meet them at the inlet of Upper Ausable Lake (comp. p. 218), and should arrange to pass the night in Boulder Camp (p. 219). *View, see p. 219. — To the *Iroquois Ravine*, see below. — To *Scott's Pond*, see below. — A trail leads through the woods from Adirondack Lodge to (5-6 M.) *John Brown's Farm* (p. 216). — The *South Meadow Trail* (easy to follow) diverges to the right from the road to the highroad, 1 M. from the Lodge, and leads to the E. viâ the *South Meadows*, and then to the N. to the highroad, which it reaches about 2 M. to the W. of the *Cascade Lakes* (p. 215). This route is uncomfortable in wet weather. The shortest route to Keene Valley is the trail leading along the *Slide Brook* and coming out at the *Tahawus House* (p. 217).

FROM ADIRONDACK LODGE THROUGH THE INDIAN PASS TO THE TAHAWUS CLUB, LAKE HENDERSON, AND TAHAWUS, 23 M. (9-10 hrs.; guide necessary).

The trail begins at the W. end of *Heart Lake* and leads to the S.W. On either side it is bordered by virgin forest. After about 3 M. the trail through the *Iroquois Ravine*, a fine gorge on the slope of Mt. McIntyre, diverges to the left. In about 2 M. more (2 hrs. from Adirondack Lodge) we reach *Fish Camp*, where meals are sometimes cooked by the guide. [The trail to *Scott Pond*, 3 M. to the S.W., here diverges to the right.] The next mile involves a good deal of rough clambering over rocks (no danger) and leads us to (3/4 hr.) *Summit Rock*, in the centre of *Indian Pass (2940 ft.), a magnificent ravine between Mt. McIntyre and Wallface. In front of us the *View stretches over a sea of forest to (5 M.) Lake Henderson, 1300 ft. below us, while to the right the majestic rocky wall of *Wallface (3890 ft.) rises sheer to a height of 1300 ft., one of the grandest cliffs in the New World. The headwaters of the *Hudson*, flowing to the S., and the *Ausable*, flowing to the N., rise here so close to one another that part of a pail of water emptied at the summit would find its way to New York Harbour and part to the Gulf of St. Lawrence. [Those who do not wish to go on by this route to the Blue Mt. country may turn back here, as this view commands the entire pass and the trail farther on is rough and neglected. Good walkers, however, may go on to Lake Henderson and return to Adirondack Lodge by the Lake Colden route (see above).] Our path then begins to descend rapidly, at first over rocks. Farther on it is easier and more gradual. In 5 M. (2 hrs.) from Summit Rock we reach *Lake Henderson* (1875 ft.), the E. bank of which we follow to (2 M.; 3/4 hr.) the deserted hamlet of **Adirondack** or the *Upper Iron Works*, with the house of the *Tahawus Club* (introduction necessary), which holds 40 sq. M. of the surrounding country as a game and fish preserve. *Mt. Marcy* (p. 219) may be ascended hence in 5-6 hrs. by a trail (12 M.) leading viâ *Calamity Pond* to *Lake Colden* (comp. above) and then striking to the right and passing the *Tear of the Clouds* (p. 219; guide necessary). To the W. rises (4 M.) *Mt. Santanoni* (4645 ft.), and to the N.W. (8 M.) *Mt. Seward* (4385 ft.). The Iron Works were established in 1826 by a Mr. Henderson, who was killed by an accident at Calamity Pond (see above) in 1845, after which they were abandoned. —

From the Tahawus Club a fair road leads to the S., passing *Lake Sanford* (1800 ft.; 3½ M. long), to (10 M.) *Tahawus*, where there is another club-house of the Tahawus Club. Hence we may either drive to the right (W.) to (19 M.) the *Sagamore*, at *Long Lake* (p. 223), or to the left (E.) to (19 M.) *Schroon River Post Office*, 8 M. to the N. of *Schroon Lake* (p. 224).

d. From Utica to Malone viâ the Tupper and Saranac Lakes.

167 M. St. Lawrence and Adirondack Railway (N. Y. C. R. R. system) in 5¼-7 hrs. (fare $ 5; parlor-car $ 1). Through-carriages run from New York to all points in the Adirondacks reached by this railway (to *Tupper Lake Junction* in 9 hrs., $ 8.14; to *Saranac Inn* in 10 hrs., $ 8.59; to *Raquette Lake* in 9½ hrs., $ 7.59; to *Malone* in 11 hrs.. $ 9.55; parlor-car or sleeper $ 2). The line traverses the whole of the Adirondack Wilderness from S. to N. and now forms, especially since the opening of the branch to Raquette Lake (see below), the chief approach to the Adirondacks from New York.

Utica (Rail. Restaurant), see p. 233. — The line runs towards the N.W. 17 M. *Trenton Falls*, see p. 233. We cross the *West Canada Creek*. 21 M. *Remsen*, see p. 234; 30 M. *Forestport*, for *Honnedaga Lake;* 35 M. *White Lake* (Studor's Hotel, ¾ M. from the station, $ 2); 46 M. *Otter Lake* (Hotel, $ 2-3). At (43 M.) *McKeever*, the station for *Moose River* and *Woodhull Lake*, we cross the *Moose River*. — From (52 M.) *Fulton Chain* a branch-line runs to (2 M.) *Old Forge* (Forge Ho., from $ 3), whence a small steamer ascends **the Fulton Lakes.**

The **Fulton Chain of Lakes** (1680-1800 ft.), eight in number, connected by streams, form a favourite resort of sportsmen and anglers. The steamer passes through the so-called *First*, *Second*, and *Third Lakes* (Bald Mountain Ho., on Third Lake, $ 3) to the head of *Fourth Lake* (Eagle Bay Hotel, $ 3½-4; Cedar Isle Camp, $ 2½-3; Rocky Point Inn, from $ 4; Hess Inn, $ 3; Arrowhead, $ 3-7). At *Eagle Bay* the steamer connects with the Raquette Railway (see below). — From the steamer terminus, at the Arrowhead, a stage-line runs to the foot of Sixth Lake, and steamers on *Sixth* and *Seventh Lakes* (Seventh Lake Ho., $ 2½) make a convenient approach to the camps and hotels on the upper lakes; or a delightful trip may be made, by means of small boat and carries, through Sixth, Seventh, and *Eighth Lakes* and the *Brown's Tract Inlet* to (3-4 hrs.) *Raquette Lake* (p. 222).

Beyond Fulton Chain our line follows the N. branch of the Moose River.

At (57 M.) **Clearwater** connection is made with the Raquette Railway for Raquette Lake and Blue Mountain Lake (see below).

From Clearwater to Raquette Lake, 18¼ M., railway in 50 min. (fare 95 c.). This line makes a convenient approach to one of the most beautiful regions of the Adirondacks, formerly somewhat difficult of access. Leaving Clearwater, it crosses the N. branch of the Moose River, passing (2 M.) *Rondaxe*, on the lake of that name. — 6 M. *Bald Mountain* (see above), on Third Lake; 7 M. *Fairview*. — At (9 M.) **Eagle Bay**, near the head of Fourth Lake, connection is made with the steamers for all points on the Fulton Lakes (see above). — From (12 M.) *Uncas Road* a private carriage road leads to *Mohegan Lake*, where Mr. J. P. Morgan has a large

and luxurious summer-camp, and to *Sagamore Lake*, the summer-home of Mr. Alfred G. Vanderbilt. [The camps are also connected by road with Raquette Lake.] — 18¼ M. *Raquette Lake* (Station Restaurant).

***Raquette Lake** (1775 ft.), the most irregularly shaped of the Adirondack lakes, with numerous promontories and bays, is about 10 M. long (5 M. in a direct line) and 1-2½ M. wide. It is surrounded by low hills, and the environing forests teem with game.

The following are the Lake Raquette hotels: **Antlers* ($ 3½), *Hunter's Rest* ($ 2½), on the W. bank; *Sunset Camp*, on Wood's Point, near the Marion River Outlet ($ 2½); *Brighiside*, on the point to the N. of The Antlers, $ 2½-3. — The Private Camps round Raquette Lake are the most elaborate in the whole district (comp. above), and **Camp Pine Knot* (Mrs. C. P. Huntington), on the S. side of the promontory below the Marion River, is one of the most beautiful places of the kind in America. An introduction to the owner of one of these camps will double the pleasure of a visit to the lake.

From Raquette Lake to Blue Mountain Lake, 12 M., steamers and railway of the *Raquette Lake Transportation Co.* in 2¼ hrs. (fare to Marion Carry 50 c., to Blue Mountain Lake House $ 1 25). The small steamer passes *The Antlers Hotel* and crosses the lake to the *Marion River*, along which it proceeds to *Marion River Carry* (Carry Inn, $ 2½, D. 75 c.), where we leave the boat and take the railway across a short carry (½ M.) to *Utowana Lake*. Traversing this narrow lake (2½ M. long) to its E. extremity, the steamer threads a connecting stream and enters *Eagle Lake*. Here, on the site of the 'Eagle's Nest', a farm-house on the N. bank, formerly the home of 'Ned Buntline', the author, the Eagle's Nest Golf Club links have been laid out, and a club-house hotel built. The steamer again passes through a narrow outlet, enters Blue Mountain Lake, and proceeds to the station at its farther end.

Blue Mountain Lake (1800 ft.), 3 M. long and 2 M. wide, lies at the base of *Blue Mt.*, which rises to the N.E.

The hotels on the lake are the **Utowana Hotel* (500 beds; $ 4), on the S. shore; *Blue Mt. Lake House* ($ 3-3), at the E. end; *Blue Mt. House* (225 ft. above the lake; $ 2-2½); *Maple Lodge*, between the last two (moderate), at the foot of Blue Mt. — **Blue Mountain** (3760 ft.) is ascended by a bridle-path in 2 hrs. — A road leads N. from Blue Mt. Lake, through the woods, to (11 M.) *Long Lake Village* (p. 223; stage in 3 hrs., fare $ 1½).

From Blue Mountain Lake to (30 M.) *North Creek*, see p. 224.

From Raquette Lake to Long Lake, 12 M., by small boat, with guide (line of small steamers with connecting railways in contemplation). From the N. end of Raquette Lake we cross a short carry (½ M.) to **Forked Lake** (1750 ft.; *Forked Lake House*, $ 2½), a picturesque sheet of water, with several private camps.

Those who are bound for the *Tupper Lakes* (p. 223) cross Forked Lake (pron. 'Forkéd') to the N., pass through the outlet into (6 M.) *Little Forked Lake*, and thence proceed, by boat (2½ M.) and carries (5½ M.), via *Carey Pond*, *Bottle Pond*, and **Rock Pond*, to (8 M.) *Little Tupper Lake* (p. 228).

We turn to the right (E.) on Forked Lake and from its E. end descend through the picturesque *Raquette River* to (8 M.) Long Lake,

about 2 M. of the route being the 'carries' required to pass the *Buttermilk Falls* and other unnavigable parts of the river.

Long Lake (1615 ft.), 14 M. long and $^1/_2$-1 M. wide, is pretty, though tamer than many of the other lakes. To the right and left as we enter it are *Mt. Sabattis* and the *Owl's Head* (2825 ft.). On the right (E.) bank, about 2 M. below the head, is the *Grove House* ($ 3), a great hunting and fishing resort; and about 1 M. farther on, on the same side, is *Long Lake Village*, near which, on the lake, are the *Sagamore House* ($ 4) and *Long Lake House* ($ 2).

Nearly opposite Long Lake Village begins a boat and portage route to *Little Tupper Lake* (see below) viâ *Clear Pond*, *Little* and *Big Slim Ponds*, and *Stony Pond*. — Stage to *Blue Mt. Lake*, see p. 222.

Farther on Long Lake expands. At its lower end (E. bank) is the small *Island House* ($ 2). To the right rises *Mt. Seward* (p. 220).

From Long Lake to *Upper Saranac Lake*, see p. 213.

Beyond Clearwater (p. 221) the train runs high up on the hillside, overlooking various small lakes to the right. About 2 M. to the E. of (63 M.) *Big Moose* lies *Big Moose Lake* (1800 ft.; Glenmore Hotel, Higby Camp, $ 2-3). We now reach the culminating point of the line (2050 ft.) and begin to descend. 81 M. *Nehasane*, on *Lake Lila*, in the private park of Dr. Webb; 84 M. *Boy Lake*. From (88$^1/_2$ M.) *Long Lake West* (Wilderness Inn, $ 2$^1/_2$) stages run to (5 M.) Little Tupper Lake (see below) and (18 M.) Long Lake (see above). 93 M. *Horseshoe*, on *Horseshoe Lake*, the junction of a narrow-gauge railway used in the transport of maple sugar. — 100 M. *Childwold*, the station for (6 M.; coach $ 1) the **Hotel Childwold* ($ 4-5), on *Lake Massawepie* (1535 ft.). A few miles farther on we cross the *Raquette River*.

108 M. *Tupper Lake Junction* is 1$^1/_2$ M. (stage) from *Tupper Lake Village* (Altamont, Iroquois, $ 2), the terminus of the New York & Ottawa R.R. (p. 224), situated on *Raquette Pond*, 2 M. below the foot of Tupper Lake (see below). In summer a steamer plies hence to the head of the lake, calling at the various hotels. The station is 8 M. from *Wawbeek Lodge* (p. 213), on Upper Saranac Lake.

Tupper Lake (1555 ft.), 7 M. long and 3 M. wide, is surrounded by low but wild hills and is much frequented by sportsmen. It contains several islands. On the E. bank, near the N. end, are the *Waukesha* ($ 3) and *Prince Albert Hotels*. — From the head of Tupper Lake we may proceed by boat and portages to (4$^1/_4$ M.) *Round Pond*, and cross this (2$^1/_2$ M.) by boat and carry to (1 M.) Little Tupper Lake. — **Little Tupper Lake** (1730 ft.) is 4 M. long and 1 M. wide. — From Little Tupper Lake to *Long Lake*, see above; to *Raquette Lake*, see p. 222.

The line now passes several small lakes. — 122 M. *Saranac Inn Station*, 1$^3/_4$ M. from *Saranac Inn* (p. 212; omn. 50 c.). From (125$^1/_2$ M.) *Lake Clear* (1$^1/_2$ M. from Lake Clear Ho., p. 212) a branch-line runs to the right to (5 M.) *Saranac Lake* and (15 M.) *Lake Placid* (see p. 212). To the left lies *Clear Lake* (p. 212). — 130 M.

Paul Smith's is 4 M. from the *St. Regis Lake House* (see p. 212; stage). — To the left, at (133 M.) *Rainbow Lake Station* (The Brighton, $ 2½; Rainbow Lake Inn, $ 2½), we see *Rainbow Lake* (3 M. long; trout). 136 M. *Onchiota* (comp. p. 212). 142 M. *Loon Lake Station* is 3½ M. from *Loon Lake House* (p. 212; stage). The line now runs parallel to the Del. & Hudson R. R. (p. 212) for some distance and then skirts the *Salmon River*. 154 M. *Mountain View* (hotel); 156½ M. *Owl's Head*.

167 M. **Malone** (*Howard*, $ 2-3), an industrial village with (1900) 5935 inhab., is a station on the Rutland R. R. from *Alburgh* and *Rouse's Point* to *Ogdensburg* (see p. 234). Hence to *Montreal*, see p. 186.

The *Tupper Lakes* and the *St. Regis Lake House* may also be reached by the *New York & Ottawa R. R.*, starting from *Moira* (p. 234), another station on the Rutland R. R. line to Ogdensburg, 14 M. to the W. of Malone.

e. From Saratoga to North Creek.

Schroon Lake.

From Saratoga to North Creek, 58 M., *Adirondack Railway* in 2 hrs. ($ 2; sleeping-cars from New York to North Creek without change $ 2; fare from Saratoga to *Blue Mt. Lake* $ 3²/₃).

Saratoga, see p. 225. The train runs to the N., passing *Woodlawn Park* (p. 226; r.). Near (17 M.) *Corinth* we reach (r.) the *Hudson*, the pretty upper valley of which we follow. At (22 M.) *Hadley* we cross the *Sacondaga* (bridge 96 ft. high).

Hadley is the station for Luzerne (*Wayside Inn*, $ 3½-5), a pleasant summer-resort beyond the Hudson, on the pretty little *Lake of Luzerne*.

The wooded sugarloaf hill to the right, beyond Hadley, is known as the *Potash Kettle* (1735 ft.). The valley contracts, and the hills are prettily wooded. — 50 M. *Riverside* (815 ft.) is the starting-point of the stage-coaches for (7 M.) *Schroon Lake* (see below).

The coaches run viâ (6 M.) the *Pottersville House* ($ 2, D. 75 c.) to the landing at the lower end of the lake, whence a small steamer plies to the hotels at its (9 M.) head (fare from Riverside $ 2), touching at the *Watch Rock Hotel* ($ 3½), on the E. shore, the *Taylor House* ($ 2½-3), on the W. shore, and other points. — **Schroon Lake** (807 ft.), 10 M. long and 1-2 M. wide, is surrounded by rugged hills and affords good fishing. Near its head lies the village of *Schroon Lake*, with numerous hotels, the largest of which are the *Leland House* ($ 3-4), the *Ondawa* ($ 2-2½), and the *Windsor* ($ 2). The road (stages) to the N. runs hence viâ (4 M.) the beautiful *Paradox Lake* (820 ft.) and *Schroon River Post Office* (p. 215) to (22 M.) *Euba Mills* (p. 215), where it forks, one branch going to (6 M.) *Keene Valley* (p. 216), the other to (10 M.) *Elizabethtown* (p. 215).

58 M. **North Creek** (975 ft.; *Adirondack Hotel*, *American Ho.*, *Straight Ho.*, $ 2) is the terminus of the railway and the starting-point of the coaches to Blue Mt. Lake.

From North Creek to Blue Mountain Lake, 30 M., coach in 6½ hrs. (fare $ 2). This is not a very attractive drive, especially as the road is bad and passes through an extensive 'burnt district'. — To the left rises *Gore Mt.* (3540 ft.). 5 M. *North River Hotel* (D. 25-75 c.). [About 4 M. to the S.W. lies *Thirteenth Lake* (1950 ft.), frequented by anglers.] The road

now quits the Hudson and ascends rapidly. *Mt. Marcy* (p. 220) may be seen in the distance to the right. We cross (17 M.) *Indian River* (poor inn). 18 M. *Indian Lake Post Office* (inn); 20 M. *Cedar River* (Hotel, $ 2). We cross the watershed (1760 ft.) between the Hudson and the *Raquette* (p. 222). — 29 M. *Blue Mountain Lake* (see p. 222).

26. Saratoga.

Railway Stations. *Delaware and Hudson Station*, Division St., near the back of the U. S. Hotel, for New York, Albany, the Adirondacks, etc.; *Boston & Maine R. R. Station*, Henry St., for Saratoga Lake, Boston, etc.

Hotels. United States Hotel, Broadway, cor. Division St., an enormous structure 300 yds. long, with 1000 beds, $ 5; Grand Union, occupying the square between Broadway, Congress, Federal, and Washington Sts., and enclosing a large tree-shaded court, with 240 ft. of street-front and 1500 beds, from $ 4; Congress Hall, Broadway, between Spring St. and East Congress St., with 1000 beds, from $ 3; Windsor, Broadway, cor. E. William St., a fashionable house, from $ 4; Kensington, with cottages, $ 4; Worden, Broadway, cor. Division St., $ 3, open all the year round; American-Adelphi, next door to the U. S. Hotel, $ 3-3½; Columbian, $ 3; Excelsior Spring Hotel, Excelsior Park, $ 3; Commercial, $ 2·5; Huestis ($ 3), Linwood ($ 2·5), Temple Grove (used as a school in winter), and many other small hotels and boarding-houses, at all prices.

Post Office, in the *Arcade*, opposite the U. S. Hotel.

Horse Races in July and Aug. at the *Race Course*, Union Avenue. — **Floral Fête**, held in September. — **Golf Tournament** in August.

Saratoga Springs (300 ft.), a noted inland watering-place, is situated on a level and monotonous plateau near the E. edge of the State of New York, 180 M. to the N. of the city of New York and 12 M. to the W. of the Hudson. The saline mineral springs which have made the fame of the place are about 30 in number (see p. 226). The permanent population of the town is about 13,000, but in the height of the season (July and Aug.) this is often more than quadrupled.

The name is supposed to be derived from Indian words meaning 'place of the swift water'. The springs were known to the Indians for centuries, and *Jacques Cartier* heard of their virtues in 1535. The first white man to use them is believed to have been *Sir William Johnson* (p. 232), the adopted sachem of the Mohawks, who was brought hither by these Indians in 1767 and recovered his health by drinking the High Rock Spring (p. 227). Hotels and boarding-houses began to be erected early in the 19th century, and since then the progress of the place has been very rapid, in spite of its want of fine scenery or commercial advantages. The show of material wealth at Saratoga during July or Aug. is not without effect, but it does not compete with either Newport (p. 89) or Lenox (p. 178) in refinement of luxury. Saratoga is also a popular place for 'conventions' of politicians, lawyers, bankers, etc. — Large quantities of the water are exported to all parts of the United States and Europe. — The battle of Saratoga (Oct., 1777), resulting in the surrender of Sir John Burgoyne to the Americans, was fought some distance to the S. of the Springs (see p. 227).

The Hotels of Saratoga afford accommodation for about 20,000 visitors. The two at the head of the list are among the largest hotels in the world; and a visit to their enormous ball-rooms, dining-rooms, and piazzas should not be omitted. The dining-room of the Grand Union is 275 ft. long.

Most of the Springs lie in a shallow valley stretching to the N.E. from Broadway (see p. 226), and rise through a fault in the underlying

rock (slate, limestone, and sandstone), the S. strata being tilted above those to the N. Some are chalybeate, others contain iodine or sulphur, and all are strongly impregnated with carbonic acid gas. Their temperature is usually 46-50° and most of them are pleasant to drink. They are both tonic and cathartic in working, and are considered efficacious in dyspepsia, liver complaints, calculus, rheumatism, etc. They should not be too freely indulged in without medical advice. A charge of 5 c. is made at almost all the spring-houses.

Broadway, the principal street of Saratoga, containing the chief hotels, the best shops, and the finest private residences, runs N. and S. for a distance of 3 M. and is shaded by fine elms. Most of the springs are in or near it. Proceeding to the right (S.) from the *U. S. Hotel* we soon reach, to the left, Spring St., just to the N. of *Congress Hall* (p. 225), with the *Hathorn Spring*, a saline spring containing bicarbonate of lithia. To the S. of Congress Hall is **Congress Spring Park,** a prettily laid out little park (adm. 5 c.), with a small deer-paddock. Near the entrance are *Congress Spring* (saline, with magnesia; resembling the Kissingen Rakoczy) and *Columbian Spring* (chalybeate), the former the most widely known of the Saratoga waters and extensively used as a cathartic in bilious disorders. A band plays in the park thrice daily, and Sunday and other concerts are given. — Behind Congress Hall is the *Hamilton Spring* (similar to the Columbian), and a little to the N., in Philadelphia St., are the handsome *Saratoga Baths* (Turkish, Russian, and other baths) and the *Patterson Spring* (cathartic). Continuing to follow Broadway towards the S., we reach (left) the *Convention Hall*, erected for the conventions mentioned at p. 225 (5000 seats). Adjacent is the ***Pompeia** (adm. 25 c.; closed on Sun.), a reproduction of the House of Pansa at Pompeii (destroyed A.D. 79), erected by Mr. Franklin W. Smith (comp. p. 448). The *Art Gallery* annexed to the Pompeia contains many engravings and other illustrations of art and history. *Washington Spring* rises opposite. — Ballston Avenue, a little farther on, leads to the right, passing an *Indian Camp* (baskets, etc., for sale), to (1¼ M.) *Geyser Park* and *Lake*, with the *Geyser* or *Spouting Spring* (rising from a depth of 132 ft.). The *Saratoga Vichy*, the *Saratoga Kissingen* (both alkaline), the *Champion Spouting Spring*, the *Carlsbad Spring* (saline and cathartic), the *Adirondack*, and the *Lafayette Spring* (cathartic) are in the same neighbourhood.

Following North Broadway to the left (N.) from the U. S. Hotel, we pass the *Town Hall* (right) and reach a part of the street lined with handsome private residences. At (¾ M.) *Third Street* we turn to the left and reach the entrance to **Woodlawn Park,** a fine expanse of 1200 acres, open to the public.

The park is traversed by walks and drives in all directions. The trimmer part near the houses, ornamented with dubious statuary, is less attractive than the wilder part, to the N. Views are obtained of the Catskills (S.), the Green Mts. (E.), and the foothills of the Adirondacks (N.). — We may continue our walk through the park to (2½ M.) *Glen Mitchell*, with a Roman Catholic college, and return by Broadway.

Returning along Broadway, we turn to the left at Rock St., cross the railway, and reach a group of springs in *Spring Avenue*.

The *High Rock Spring*, the earliest known (comp. p. 225), bubbles from a conical rock, 3½ ft. high, formed by its deposits. Below is the *Star Spring*. To the S. are the *Seltzer Spring*, the *Magnetic Spring* (baths), the *Flat Rock* or *Imperial Spring* (behind the Town Hall), the *Pavilion Spring*, and the *Royal Spring* (600 ft. deep). To the N. are the *Empire Spring*, the *Red Spring* and *Bath House* (with a large proportion of iron; useful for affections of the skin), and the *Saratoga 'A' Spring*.

Following Spring Avenue towards the N.E., we reach (¾ M.) the *Excelsior Spring Hotel* (p. 225; left), opposite which is the entrance to the *Excelsior Spring and Bottling Works*, prettily situated in *Excelsior Park*, near which is the *Union Spring*. — About ¼ M. to the E. are the *White Sulphur Spring* (baths) and *Eureka Spring*. — We may now return towards Broadway by one of the paths through the pretty patch of woodland to the S.W. of the Excelsior Spring, emerging (10 min.) upon *East Avenue*. Here we turn to the left and then follow *Lake Avenue* (right), past the handsome *Armoury*, the *Academy*, and the *Boston & Maine Railroad Station*, to (6 min.) Broadway. — The highly effervescent *Lincoln Spring*, 1 M. from Monument Square, was discovered in 1896.

Environs. The favourite short *Drive* from Saratoga is that to ***Saratoga Lake**, 4 M. to the S.E. We follow *Union Avenue*, which leads to the left from Broadway at Congress Hall. On the left we pass another *Indian Camp* and on the right the *Racecourse*, one of the best tracks in the United States, and *Yaddo*, the residence of Mr. Spencer Trask, to the beautiful grounds of which visitors are admitted. The lake, on which small steamers ply, is 7 M. long and is frequented for boating and fishing. Near its N. end is the *Lake House* (formerly *Moon's*), a favourite resort for game and fish dinners and for 'Saratoga Chips' (fried potatoes; sold in paper packets or served with meals). An electric tramway (fare 10 c.) runs from near the Grand Union Hotel to Saratoga Lake. Adjoining the lake is *Kaydeross Park*. — *Gridley's Ponds*, a fishing-preserve near the racecourse, are much frequented by ladies and others (fee $ 1 per pound of trout caught). — One of the most popular drives from Saratoga is that to (10 M.) the top of **Mt. McGregor** (1200 ft.), which commands an exquisite *View, and is surmounted by the cottage in which *Gen. Ulysses Grant* died in 1885 (now State property and shown to the public). — *Ballston Spa* (7 M.; p. 184), *Round Lake* (12 M.), and *Lake Luzerne* (see p. 224; 20 M.) may be reached by road or railway; and longer excursions may be made to the *Adirondacks* (p. 209), *Lake George* (see below), *Lake Champlain* (p. 230), etc.

A branch of the B. & M. Railroad runs to (12 M.) *Schuylerville* (Hot. Schuyler, Schuylerville Ho., $ 2), whence the *Battlefield of Saratoga* (p. 225), with its national monument, may be visited. Memorial tablets mark the chief points of the battle-ground, and there is a collection of relics in the Schuyler Mansion Museum.

27. Lake George and Lake Champlain.

***Lake George** (325 ft.), a picturesque sheet of water in the State of New York, to the S.E. of the Adirondack Mts. (p. 209), is 33 M. long from N. to S. and ¾-3 M. wide. It is flanked on both sides by wooded mountains, sometimes descending to the water in bold crags, and is dotted with pretty islands (220 in all). It is some-

times called, perhaps with more zeal than discretion, the Como, the Windermere, or the Loch Lomond of America. At the N. end it discharges into Lake Champlain, 225 ft. below it, from which it is separated by a ridge 4 M. wide.

Lake George has long been a favourite summer-resort, and there are many hotels, large and small, on its banks, while camp-life is also in high favour. It is usually approached by the route to *Caldwell* described at p. 184; and a steamer plies twice daily thence in 2½-3 hrs. to *Baldwin*, at the foot of the lake (fare $1.50; restaurant on board, meals $ ¾-1). The 'Sagamore' is the best boat. Fair fishing for lake-trout, perch, and bass is obtained in the lake (boat with fisherman $3 a day). — See *S. R. Stoddard's* 'Lake George and Lake Champlain' (25 c.); and comp. *Francis Parkman's* 'Historic Handbook of the Northern Tour'.

Lake George was first seen by white men in 1642, when three Frenchmen, including the Jesuit Jogues, were brought hither as captives of the Iroquois. Father Jogues named it the *Lac du Saint Sacrement*; the Indian name was *Andiatarocte* ('place where the lake closes'), and Cooper tried in vain to attach to it the romantic title of *Lake Horican* ('silvery waters'). The present name was given to it in honour of George II. The position of Lake George on the highway between the English colonies and Canada gave it a prominent rôle in the Anglo-French struggles of the 17-18th cent., and more than one battle has been fought on or near its waters (comp. below and p. 229). Its associations with the romances of Cooper lend it an additional interest.

Caldwell (*Fort William Henry Hotel*, a large house with 800 beds, $ 2½-5; *Lake House*, $ 3-4; *Worden*, $ 2½; *Carpenter*, *Arlington*, $ 2), the terminus of the railway mentioned at p. 184, is a small village, beautifully situated at the head (S. end) of Lake George, and much frequented as a summer-resort (good boating and fishing). It lies at the E. base of *Prospect Mt.* (2020 ft.; Prospect Mt. Ho.), which is ascended by an inclined railway (disused at present). To the E. rises *French Mt.* (1520 ft.).

The *Fort William Henry Hotel* stands near the site of the old *Fort William Henry*, built by the English in 1755 to command the head of the lake. Two years later it was captured by General Montcalm at the head of 8000 men; and the massacre of 1500 helpless men, women, and children by his Indian allies has left an indelible stain on the memory of that gallant Frenchman (see the descriptions in *Cooper's* 'Last of the Mohicans' and in *Parkman*). A few relics of the fort subsist. — About ½ M. to the E. are the picturesque ruins of *Fort George*, dating from 1759. — It was at this spot that the army of Gen. Abercrombie started in a fleet of boats for its disastrous expedition against Fort Ticonderoga (1758; see *Cooper's* 'Satanstoe'), and a year later Lord Amherst set out hence with the army that finally expelled the French from Lakes George and Champlain.

The Steamer down the lake leaves Caldwell after touching at various hotel-landings and crosses to the *Crosbyside Hotel* ($ 2½-4), at the foot of French Mt. On the same side, 1 M. to the N., is *St. Mary's Convent*, the summer-retreat of the Paulist Fathers of New York.

We pass *Tea Island*, *Diamond Island*, and *Long Island*. To the right are *Kattskill Bay* and *Pilot Mt.*, at the foot of which are some small hotels frequented by anglers ($ 1½-2 per day). Opposite is the *Marion House* ($ 3-4).

8⅓ M. *Buck Mt.* (2335 ft.). — The steamer steers between

Dome Island (r.), in the widest part of the lake, and *Recluse Island* (l.), connected by a bridge with the tiny *Sloop Island*.

9½ M. (left). **Bolton** (**Sagamore*, situated on an island connected with the mainland by a bridge, from $ 4; *Algonquin*, *Lake View Ho.*, $ 2-3), the largest village on the lake after Caldwell, is a good centre for excursions. Black Mt. (see below) stands out well to the E.N.E. Above Bolton extends *Ganouskie* or *North West Bay*, 5 M. long, formed by a tongue of land jutting out southwardly into the middle of the lake.

11-12 M. (r.) **Shelving Rock Mt.** (1135 ft.; *Pearl Point Ho.*, $ 2½-3), descending abruptly into the lake.

Off the shore is *Fourteen Mile Island* (The Kenesaw, $ 2½), at the entrance to the ***Narrows**, between *Tongue Mt.*, *Three Mile Mt.*, and *Five Mile Mt.* (2260 ft.) to the left, and *Mt. Erebus* and the sombre *Black Mt.* (2660 ft.; *View) to the right. The Narrows are crowded with islands, through which the steamboat holds a devious course.

13 M. (r.) *Paradise Bay*, a favourite goal of small excursion steamers.

14 M. (r.) *Black Mt. Point* (to top of Black Mt., 1½-2½ hrs.).

17 M. *Harbor Islands*, where a body of 400 English were surprised by the Indians in 1757 and nearly all killed or captured.

18 M. (l.) *Deer's Leap Mt.* — (r.) *Hulett's Landing* (Hotel, $ 2½), whence Black Mt. is ascended from the N.

18½ M. (l.) *Bloomer Mt.*, forming, with Deer's Leap Mt., the *Twin Mts.*, as seen from the N.

19 M. (l.) ***Sabbath Day Point** (*Hotel*, $ 1½), a fertile cape at the outlet of the Narrows, was the scene of a battle between the Colonists and the Indians and French in 1756 and between the Americans and the Indians in 1776, in both of which the first-named won. Generals Abercrombie and Amherst (see p. 228) both landed here. Good view up and down the lake.

21 M. (l.) *Silver Bay* (Silver Bay Ho., Uncas, $ 2½).

26 M. (l.) **Hague** (*Phoenix Hotel*, $ 2½; *Hillside Ho.*, *Rising Ho.*, *Trout Ho.*, $ 1½-2), a favourite fishing-resort, backed by the ridge of the *Three Brothers*. — The lake again contracts.

28 M. (r.) *Anthony's Nose*, rising abruptly from the water's edge. Opposite is *Indian Kettles Park*, with the *Lake George Country Club House*.

30 M. (l.) *Rogers' Slide* (1080 ft.) and **Rogers' Rock Hotel* ($ 3-4).

32 M. (l.) **Baldwin** (*Baldwin Ho.*, $ 2), where we leave the steamer for the train. *Lord Howe's Point*, just to the N., was the landing-place of the English army in 1758. Offshore lies *Prisoners' Island*, where the French are said to have confined their captives.

From Baldwin to Fort Ticonderoga, 5 M., railway in ½ hr. (fare 75 c.). This short railway, connecting Lake George with Lake Champlain, descends rapidly (245 ft.) round the slope of *Mt. Defiance*

(see below). At the village of *Ticonderoga* (Burleigh Ho. $2\frac{1}{2}$-$3\frac{1}{2}$; Exchange Ho., $2), about halfway, the outlet of Lake George forms a picturesque waterfall (left). — *Fort Ticonderoga*, see below.

*Lake Champlain (100 ft.), 118 M. in length, $\frac{1}{4}$-12 M. in width, and 50-400 ft. deep, lies between New York on the W. and Vermont on the E. and extends on the N. for a short way into Canada. Its shore-line is indented by numerous bays and inlets, and there are about fifty islands, one of which is 30 sq. M. in extent. The Vermont shore is generally level and fertile, with the Green Mts. in the background, while the W. shore is broken and diversified by the foothills of the Adirondacks. Besides the city of Burlington (p. 149) there are numerous towns and villages on its banks. A considerable navigation is carried on on its waters, and it communicates with the Hudson by a canal and with the St. Lawrence by the river Richelieu.

The name of the lake recalls Samuel de Champlain, Governor of Canada, who discovered it in 1609. Its Indian names were *Caniaderi Quaranti* ('gate of the land') and *Petonbouque* ('waters that lie between'). Like Lake George, it was for a century and a half the scene of repeated conflicts between the English and the French; and in 1759 it finally passed into the possession of the former. The most interesting contests are mentioned below in connection with their scenes of action.

Steamboats (good restaurants on board) ply regularly from *Fort Ticonderoga* (see below) to *Plattsburg* (p. 185; $5\frac{2}{3}$ hrs.; fare $2.05), calling at all important intermediate points; from *Westport* (p. 214) to *Burlington* (p. 149), *Platisburg, South* and *North Hero* (p. 150), and *St. Albans Bay* (p. 232; 6 hrs.); from *Burlington* to *St. Albans Bay* ($4\frac{1}{2}$ hrs.); and from *Westport* to *Vergennes* (p. 149; woman-pilot). The Platisburg boat ('Vermont') is the newest of the steamers. — For the Railways along the banks of the lake and across the islands, see RR. 15, 20.

The S. extremity of Lake Champlain, from *Whitehall* (p. 184) to (24 M.) *Fort Ticonderoga*, is so narrow as to resemble a river rather than a lake, and has been sufficiently described in R. 20 b. Steamboat- navigation begins at Fort Ticonderoga.

Fort Ticonderoga (*Fort Ticonderoga Hotel*, near the old fort, $2) is a railway-station and steamboat-landing on the W. side of Lake Champlain, at the foot of *Mt. Defiance* (850 ft.; *View). The village of *Ticonderoga* (see above) lies 2 M. inland, while the ruins of *Fort Ticonderoga* (see below) crown a high bluff $1\frac{1}{2}$ M. to the N.

Fort Carillon, the first regular fortification here, was built by the French in 1755. In 1758 General Abercrombie (see p. 228) made an unsuccessful effort to capture it, and had to retreat up Lake George, with the loss of Lord Howe and 2000 men. The following year, however, the French evacuated it on the approach of Lord Amherst (see p. 228), and the English considerably strengthened and enlarged it, changing its name to Fort Ticonderoga. In 1775 the fort was taken by Green Mountain Boys led by Col. Ethan Allen of Vermont, who surprised the unsuspecting commandant in his bed and called on him to surrender 'in the name of the Great Jehovah and the Continental Congress'. Gen. Burgoyne, however, recaptured it in 1777 with the aid of a battery posted on the top of Mt. Defiance. The fort was dismantled in 1780 and allowed to fall into decay. It long formed a quarry for the buildings of the neighbourhood; but its scanty remains, from which a fine view is obtained, are now preserved as a national memorial.

At Fort Ticonderoga the lake is barely $\frac{1}{2}$ M. wide, and it does

not widen materially till beyond Crown Point. The STEAMER makes its first stop at *Larrabee's Point* (right) and then crosses the lake to (10 M.) the landing of *Crown Point* (left; Lake Ho , $2), 1 M. to the E. of the village. A short railway runs to (13 M.) *Hammondville*, connecting by stage with *Schroon Lake* (p. 224). About 5½ M. farther on we thread the narrows between *Chimney Point*, on the right, and ***Crown Point**, on the left, the latter surmounted by a lighthouse and the ramparts of the old fort.

The French *Fort Frederick*, erected on this point in 1731, was abandoned at the same time as Fort Ticonderoga (p. 230). The English constructed a much larger and more formidable fortification, which, like Ft. Ticonderoga, was taken by Ethan Allen in 1775 and by Burgoyne in 1777.

Beyond the narrows the lake widens to 2 M. Behind Crown Point is *Bulwagga Bay*, the shore of which is, perhaps, the point where Champlain fought with the Iroquois in 1609.

19 M. (l.) *Port Henry* (Lee House, $2-3), a prettily situated village, whence a railroad runs to (7 M.) *Mineville*, 19 M. from *Schroon River Post Office* (p. 224). A fine view of Mt. Dix (p. 219) and other Adirondack peaks is now obtained to the left.

30 M. (l.) **Westport**, in *North West Bay*, one of the approaches to the Adirondacks (see p. 214). — Farther on **Split Rock Mt.* (1035 ft.; lighthouse) rises to the left, while opposite is the mouth of the *Otter Creek*.

40 M. (l.) *Essex*. The steamer now soon enters the widest part of the lake and steers to the N.E., passing the *Four Brothers* and *Juniper Island* (lighthouse). To the left lies *Willsboro Point*.

54 M. (r.) **Burlington**, see p. 149. This beautiful city is seen to great advantage from the lake. — From Burlington the steamer runs nearly straight across the lake to —

64 M. (l.) **Port Kent** (*Tremblean Hall*, $2½; *Lake Side Ho.*, $2; **Douglass*, on Douglass Bay, 4 M. to the S., $2½), the station for the **Ausable Chasm* (see p. 214). The *Ausable River* enters the lake 2½ M. farther on.

70 M. (l.) *Port Jackson*, on the narrow channel between the mainland and *Valcour Island*, where a hotly contested naval battle took place between Arnold and Pringle in 1776, resulting in the destruction of the American fleet.

Beyond this point the lake is divided into two branches by the large islands of *Grand Isle* or *South Hero* (30 sq. M.) and *North Hero* and the promontory of *Alburgh* (railway-route over the islands, see p. 150). Our steamer follows the left (W.) arm. On *Bluff Point* (l.), 3½ M. beyond Port Jackson, stands the magnificently situated ***Hotel Champlain** (200 ft.; $5), one of the most luxurious hotels in the United States, commanding fine views of the Adirondacks, Lake Champlain, and the Green Mts. Its grounds, 150 acres in extent, include a good golf-course (9 holes).

77 M. (l.) **Plattsburg** (see p. 185), in *Cumberland Bay*, one of the main gateways to the Adirondacks.

In 1814 Cumberland Bay was the scene of the *Battle of Plattsburg*, in which Commodore Macdonough defeated the British fleet under Commodore Downie. At the same time Gen. Macomb, in command of the land-forces, repelled Sir George Prevost's attempt to capture Plattsburg.

Plattsburg is the terminus of the Lake Champlain Transportation Co.'s steamer from Fort Ticonderoga, but the Westport steamer (comp. p. 230) ascends to *St. Alban's Bay*, touching at various landings on the islands. The fishing at this end of the lake is excellent, and accommodation may be had at various small hotels, farm-houses, and camps (comp. p. 150).

28. From New York to Buffalo and Niagara Falls.

a. Viâ New York Central and Hudson River Railroad.

462 M. Railway to (440 M.) *Buffalo* in 8¼-14½ hrs. (fare $ 9.25; sleeper $ 2; parlor-car $ 2); to (462 M.; 446 M. by direct route, see p. 238) *Niagara Falls* in 9-15½ hrs. (fares the same). Seats to the left. The 'Empire State Express', leaving New York at 8.30 a.m., runs at the rate of over 50 M. an hour, including stops.

From *New York* to (143 M.) *Albany*, see pp. 191-196. The train now turns to the left (W.) and leaves the *Hudson*. 146 M. *West Albany*.

160 M. **Schenectady** (245 ft.; *Edison*, $ 2-4; *Vendome*, $ 2-2½), a quaint old town of Dutch foundation, situated on the right bank of the *Mohawk*, with various manufactories and a trade in broom-corn, hops, and butter. Pop. (1900) 31,682. It was the scene of two horrible massacres in the Colonial wars. *Union College* (1795) stands to the E. of the city. At Schenectady we intersect the Del. & Hudson R. R. (N. to Saratoga, S. to Binghamton; comp. p. 242).

The train now crosses the river and the *Erie Canal* (Union College to the right) and ascends the smiling pastoral **Valley of the Mohawk*, formerly the stamping-ground of the Indian tribe of that name (see p. 233; comp. 'The Mohawk Valley', by *W. Max Reid*). Evidences of rustic comfort and fertility abound on every side. The Catskills are visible in the distance to the S., and the outliers of the Adirondacks appear to the N. Broom-corn is one of the characteristic crops, the brooms being made mainly by the Shakers, who have several settlements in the lower valley.

176 M. *Amsterdam* (280 ft.), an industrial city of 20,929 inhabitants. To the left we see the shrine at *Auriesville* (p. 242), marking the spot where the Jesuit missionary Jogues (p. 228) was killed in 1646 (fine view). 182 M. *Tribes Hill*, an old meeting-place of the Indians. — From (187 M.) *Fonda* a branch runs to (26 M.) *Northville*.

Johnstown (Kolaneka, $ 2), on this railway, 3 M. to the N., was the residence of *Sir William Johnson* (d. 1774; comp. p. 225), one of the pioneers of the valley, who acquired great influence with the Mohawks and was made one of their sachems. He was created a baronet for his victory at Lake George (see p. 184), and received a large grant of land here for his subsequent services. He was the father of 100 children by his Indian and white mistresses, one of whom was a sister of the famous Mohawk chief, Joseph Brant. His strong stone mansion still stands.

The *Mohawks* were, perhaps, the best known of the Indian tribes which formed the confederation known as the *Five Nations*, occupying the great Lake District of New York. The other members of the league, named from E. to W., were the *Oneidas*, *Onondagas*, *Cayugas*, and *Senecas*. The *Tuscaroras* from Carolina were afterwards admitted to the league, which then took the name of the *Six Nations*. The confederacy had about 15,000 members, and perhaps 10-12,000 still exist, the majority in Canada, the others in reservations in New York, where they live as peaceable farmers.

From (198 M.) *Palatine Bridge* (305 ft.) coaches run to (14 M.) *Sharon Springs* (p. 201). To the left, farther on, is seen the red-brick *Herkimer Mansion*, with a monument to Nicholas Herkimer, who died in 1777 of wounds received at Oriskany (p. 234).

247 M. **Little Falls** (375 ft.; *Girvan Ho.*, $2-2½), a small manufacturing town with 10,381 inhab., romantically situated in a narrow *Gorge cut by the Mohawk through a spur of the Adirondacks. The river, the N. Y. C. and West Shore railways, and the Erie Canal can barely make their way through the pass side by side. The Mohawk here descends 45 ft. in ½ M., forming a series of pretty little falls, and the houses cling picturesquely to the steep rocky sides of the defile. This gorge affords an excellent opportunity of studying the crystalline rocks of the Laurentian formation, part of the oldest dry land on the face of the globe. *Richfield Springs* (p. 234) is 12 M. to the S. — Farther on we cross the *Canada Creek* and reach (224 M.) *Herkimer* (Palmer Ho., Waverley, $2-2½; 5555 inhab.), where connection is made with the *Adirondack Division* (see p. 221), though the principal through-trains run viâ Utica (comp. p. 221).

Beyond (226 M.) *Ilion* (400 ft.), a pretty village to the left, with a small-arms factory, the train crosses the river and canal.

238 M. **Utica** (410 ft.; *Butterfield*, from $3; *Baggs*, $2½-4; *St. James*, $2-3; *Rail. Restaurant*), a prosperous town and headquarters of the American cheese trade, with 56,383 inhab., lies on the S. bank of the Mohawk, on the site of *Fort Schuyler* (1756). To the W. is the *State Lunatic Asylum*. *Genesee Street* is a handsome thoroughfare. A tablet commemorates the visit of Lafayette in 1825.

From Utica to *Malone* (Adirondacks), see R. 25d.

From Utica to Ogdensburg, 134 M., railway in 5 5½ hrs. (fare $4.21). This line runs to the N., connecting Utica with Lake Ontario and the St. Lawrence, and forming part of a favourite through-route from New York to the Thousand Islands (p. 255). — The train crosses the Mohawk. 17 M. *Trenton Falls Station* (840 ft.; Hotel Trenton, $3; Trenton Falls Hotel, $2) is about ½ M. from the ***Trenton Falls**, a scene of mingled grandeur and beauty, which is by no means so well or widely known as it deserves. The *West Canada* or *Kahnata* ('amber-water') *Creek*, the *Kanyahoora* ('leaping water') of the Indians, here forms a highly picturesque ravine, with abrupt rocky sides, through which, within 2 M., the water descends 310 ft. in a charming series of five main falls and innumerable rapids. The stratification of the limestone rocks is very clearly defined, exposing the geological and the fossil organic remains to full view; and an abundance of interesting fossils, including innumerable trilobites, have been found. The name of the Trenton formation is taken from this place. We descend (fee 25c.) to the floor of the ravine by a staircase near the Hotel Trenton and walk up past the singular **Sherman Falls* (35 ft.), the

High Falls* (80 ft.), the **Mill Dam Falls* (15 ft.), the rocky amphitheatre called the *Alhambra*, the curious formation named the *Rocky Heart*, and the *Prospect Falls* (20 ft.). We may then return to the hotel (2½ M.) by a path along the top of the cliffs, affording fine *Views of the chasm. — At (21 M.) *Remsen* we part company with the line to Malone (see p. 224). Beyond (35 M.) *Boonville* we ascend the valley of the *Black River*. 45 M. *Lyons Falls* (845 ft.; falls to the right, 70 ft. high); 58 M. *Lowville* (Rail. Restaurant). — 74 M. *Carthage* (740 ft.; Kenmore, $ 2) is the junction of lines E. to *Benson Mines and Newton Falls* in the Adirondacks (near *Cranberry Lake*) and W. to *Watertown* (see below) and (30 M.) *Sackett's Harbor* (455 ft.; Eveleigh Ho., $ 2), on Lake Ontario. — At (87 M.) *Philadelphia* we cross the line from *Rome* (see below) to *Massena Springs* (p. 256). 92 M. *Theresa Junction*, for the line to (16 M.) *Clayton* (p. 255), on the St. Lawrence. — 123 M. *Morristown*. — 134 M. **Ogdensburg (250 ft.), see p. 256.

From Utica to Binghamton, 95 M., *Delaware, Lackawanna, & Western R. R.* in 3-3¾ hrs. (fares $ 2.85). — From (13 M.) *Richfield Junction* a branch-line runs to (12 M.) *Richfield Springs* (see below; through-cars from New York). — 95 M. *Binghamton*, see p. 244.

[**Richfield Springs** (1700 ft.; *Earlington*, $ 4; *Tuller Ho.*, $ 3; *Kendallwood*, $ 4; *St. James*, $ 2), a group of hotels and cottages, 1 M. from the head of the pretty little *Candarago Lake* (boating and fishing), is much frequented both for its picturesque scenery and for its sulphur springs. The latter, 17 in number, are especially efficacious in cutaneous disorders, and are used both for drinking and bathing. The *Bath House, completed in 1890, is excellently fitted up and includes a swimming-basin. Among the favourite drives are those round Candarago Lake (12 M.), to (5 M.) *Mt. Otsego*, to (3 M.) *Allen's Lake*, to (15 M.) *Cooperstown* (p. 201; electric tramway, see p. 201), and to (14 M.) *Cherry Valley* (p. 201). Horseback exercise is, perhaps, the favourite amusement here, and the surrounding country is admirably adapted for it.]

Beyond (244½ M.) *Oriskany* (420 ft.) a notice-board to the left calls attention to the battle-ground of Aug., 1777, when Gen. Herkimer was defeated and slain by the Indians (see p. 233). An obelisk on the hill marks the ground. — We cross the river and the canal.

252 M. **Rome** (*Stanwix Hall*, *Arlington*, $ 2½-3), a town of 15,343 inhab., with cheese-factories and rolling-mills, occupies the site of the Revolutionary *Fort Stanwix*. It is an important railway-junction, and the Erie Canal is joined here by the *Black River Canal* from Lyons Falls (see above).

From Rome the *Rome, Watertown, & Ogdensburg R. R.* runs to the N. to (73 M.) *Watertown*, (141 M.) *Ogdensburg* (p. 256), and (160 M.) *Massena Springs* (p. 256), connecting at (147 M.) *Norwood* with the Rutland R. R. line to *Moira* (p. 224), *Malone* (p. 224), and *Rouse's Point* (p. 185). — **Watertown** (*Woodruff*, $ 3-3½; *Hardiman*, $ 2), the largest town in N. New York, with (1900) 21,696 inhab., has extensive manufactures of air-brakes, carriage-works, and paper-mills, and contains numerous handsome private residences and a fine park.

265 M. *Oneida* (Madison Ho., Allen Ho., $ 2).

The *Oneida Community*, a communistic society founded by J. H. Noyes in 1847, lies 3 M. from Oneida, but is now simply a business-corporation. To the S. is the *Oneida Indian Reservation*. About 6 M. to the N.W. is *Oneida Lake* (p. 344).

Beyond (270 M.) *Canastota* (425 ft.) we cross the Erie Canal. 276 M. *Chittenango* (Yates Ho., $ 1½), at the entrance of the narrow valley through which *Cazenovia Lake* drains into Lake Oneida. — 283 M. *Minoa*. The train now enters Syracuse, passing along the main street, without fence or barrier.

291 M. **Syracuse** (400 ft.; *The Yates*, $4-5, R. from $1; *Vanderbilt Hotel*, $2½-5; *Globe*, $2-3½; *Rail. Restaurant*), a thriving industrial city of (1900) 108,374 inhab., situated at the S. end of *Onondaga Lake* (365 ft.; 6 M. long, 1½ M. wide), owed the beginning of its prosperity to the salt-springs in the marshes bordering the lake, which have been exploited since 1650. A visit to the evaporating houses, brine-conduits ('salt logs'), and pumping-houses is interesting, though the production of salt (3,000,000 bushels yearly) now forms a relatively unimportant item in the busy industry of the city (value of manufactures in 1900, $31,948,000). The *Erie Canal* runs through the town, a little to the N. of the railway.

Among the most noteworthy buildings are the *Town Hall*, Washington St., in the Richardsonian style; the *Post Office*, in Fayette St., a pleasing relief to the stereotyped Mansard-roofed Government buildings; the **Syracuse Savings Bank*, on the Canal; *St. Paul's Cathedral; St. John's Cathedral* (R. C.); the *First Presbyterian Church;* the *First Methodist Church;* the *Dutch Reformed Church;* the *May Memorial Church* (Unitarian); the *Onondaga Bank Building;* the *Carnegie Free Library;* the huge *University Block;* three large *Hospitals;* and the *Court House*. The *Museum of Fine Arts* was opened in 1897. In the S.E. part of the town are the handsome buildings of SYRACUSE UNIVERSITY (2200 students, 180 professors, 5 faculties), including the *John Crouse College of Fine Arts*, the *Lyman Smith College of Applied Science*, the *Hall of Physics*, the *Hall of Languages*, the *Library* (75,000 vols., incl. Leopold von Ranke's historical collection), and the *Holden Observatory* (open to the public on the 2nd and 4th Tues. of each month). The hill on which the University stands commands a splendid *View of the city, lake, and hills. Adjacent lies *Oakwood Cemetery*. The *Medical College* of the University occupies a building in the centre of the city. — The handsomest residence street is JAMES STREET, leading to the N.E. from the centre of the town. — A BOULEVARD, 100 ft. wide, has been constructed round Onondaga Lake.

Railways radiate from Syracuse to *Oswego* (p. 344), *Richland*, *Ithaca* (p. 236), etc. The *Oswego Canal* here joins the Erie Canal.

Between Syracuse and Rochester (p. 238) the N. Y. C. & H. R. R. R. has two routes: — the *Direct Route* (80 M.), used by through trains, and the *Old Route* (104 M.) via Auburn, Geneva, and Canandaigua. Both are described below.

a. DIRECT ROUTE FROM SYRACUSE TO ROCHESTER. As we leave Syracuse, we have a good view to the right of Lake Onondaga and the small town of *Solvay* (practically a part of Syracuse), with the huge works of the *Solvay Process Co.*, for the manufacture of soda ash. The line runs through a pleasant pastoral district, repeatedly crossing the Erie Canal and passing numerous small towns. Beyond (312 M.) *Weedsport* we cross the *Seneca River*. At (349 M.) *Palmyra* (440 ft.) Joseph Smith, the Mormon prophet, claimed to have found

the golden plates of the Mormon Bible (p. 540). Large crops of peppermint are raised here.

371 M. *Rochester*, see p. 238.

b. From Syracuse to Rochester viâ Canandaigua ('Auburn Road'). We cross the Erie Canal and run to the S. of W. From (308 M.) *Skaneateles Junction* (610 ft.) a branch-line runs to (5 M.) *Skaneáteles* (five syllables), situated on **Lake Skaneateles* (860 ft.), a pretty sheet of water, 15 M. long and 1/2-1 1/2 M. wide, traversed by a small steamboat. At the head of the lake is the *Glen Haven Sanitarium*. — 317 M. **Auburn** (715 ft.; *Osborn Ho.*, $2-3; *Avery*, $2-2 1/2), a manufacturing city of 30,345 inhab., situated on the outlet of *Owasco Lake* (11 M. × 1 M.), which lies 3 M. to the S. The *Auburn State Prison*, with accommodation for 1200 convicts, is well known for its 'silent system' of discipline. *W. H. Seward* (1801-72), Secretary of State during the Civil War, long lived here and is buried in *Fort Hill Cemetery*, which is supposed tooccupy an eminence raised by the Mound Builders (p. lxvi). Auburn is the junction of lines to Ithaca (see below), to (33 M.) Freeville (see below), etc.

From Auburn to Ithaca, 43 M., *Lehigh Valley Railroad* in 1 1/2 hr. — From (7 M.) *Cayuga Junction* a short branch-line runs to (4 M.) *Cayuga* (p. 237). Our line now runs along the E. bank of *Cayuga Lake (390 ft.), a charming sheet of water 38 M. long and 1-4 M. wide, enclosed by hills rising 600-700 ft. above the water-level, and affording good fishing, boating, and bathing. Steamers ply upon the lake. — 10 M. *Union Springs;* 17 M. *Aurora*, the seat of the Wells College for Women (100 students).

43 M. **Ithaca** (400 ft.; *Ithaca Hotel*, from $2 1/2; *Clinton House*, $2-3), a flourishing city with 13,136 inhab., lies amid picturesque scenery at the head of Cayuga Lake and is best known as the seat of *Cornell University (President, *Dr. J. G. Schurman*), one of the leading colleges of America (co-educational; 400 teachers, 3430 students). The university is munificently endowed, and its buildings, splendidly situated 400 ft. above the lake (*View), are handsome and capacious. It owes its foundation to the bounty of New York State, the National Government, and *Ezra Cornell* (1807-74), whose large house stands on the slope between the Campus and the town. Besides the usual academic and professional branches, the educational course includes agriculture, the mechanic arts, veterinary surgery, and military tactics. For the medical department, see p. 50. The library contains 275,000 vols., and the campus covers 200 acres. The Museum of Mechanical Engineering contains portraits of eminent engineers. The Hydraulic Laboratory on Fall Creek (see below) is very interesting. — Visitors should make the 'Loop Ride' on the electric car line, which takes in the University Campus, Cornell Heights (with view of the lake, gorge, and waterfall), and Renwick Beach (fare 5c.). The romantic gorges near Ithaca contain, perhaps, a greater number of pretty waterfalls and cascades than can be found in any equal area elsewhere. *Fall Creek*, in *Ithaca Gorge*, forms eight waterfalls within 1 M., one of which, the *Ithaca Fall*, is 120 ft. high. The *Cascadilla Creek*, a little to the S., also forms several cascades. The finest waterfall, however, near the head of Cayuga Lake is the *Taughanic Fall, which is about 9 M. to the N. of Ithaca and 1 1/2 M. to the W. of the lake. The stream here forms a ravine, with rocky sides 200-400 ft. high, and plunges perpendicularly over a table-rock to a depth of 215 ft., presenting the highest waterfall E. of the Rockies (50 ft. higher than Niagara). There is a hotel near the fall, and it may be reached by road, railway, or water.

From Ithaca a branch of the *Lehigh Valley R. R.* runs to (9 M.; 1/2 hr.) *Freeville*, the seat of the **George Junior Republic**, established by Mr. William R. George in 1895. This is a miniature republic, modelled on the govern-

ment of the United States, the citizens of which are boys and girls between the ages of 14 and 21. The republic has its own legislature, court-house, jail, schools, and currency, and its citizens elect their rulers, make and enforce laws, and carry on business just as adults do in the greater world. This interesting experiment seems to work well, and a visit to Freeville is well worth making.

At (327 M.) *Cayuga* (Rail. Restaurant) the train crosses the lower end of Cayuga Lake (see p. 236) by a bridge more than 1 M. long. 332 M. *Seneca Falls*, situated at the falls of *Seneca River*, the outlet of *Seneca Lake* (see below); 335 M. *Waterloo.* — 342 M. **Geneva** (450 ft.; *The Nester*, $ 2-3; *Kirkwood Ho.*, *Carrollton*, $ 2-2½; *Long Point Hotel*, from $ 2), a pleasant little city with 10,433 inhab., extensive nurseries for seeds and flowers, and the interesting Experimental Farm of the State of New York, lies at the N. end of *Seneca Lake* (see below). *Hobart College* here is a well-known Episcopal institution, with excellent laboratory and other equipment and a library of 42,000 vols (President, Rev. Dr. L. C. Stewardson; 100 students). Geneva is the junction of lines to *Watkins*, *Ithaca*, *Lyons*, etc.

*Seneca Lake (440 ft.), one of the most beautiful of the New York lakes, is 38 M. long and 2-6 M. wide. It is surrounded by hills, is very deep (nearly 700 ft.), and never freezes. At a depth of 300 ft. the temperature is constant at 39° Fahr. Only a narrow ridge divides it from Cayuga Lake (p. 236). Steamers ply in summer thrice daily from Geneva to *Watkins* (see below), calling at intermediate points (fare 25 c.).

*Watkins (*Glen Park Hotel*, near the entrance to the Glen, $ 3; **Glen Mt. Ho.*, in the Glen, open in summer only, $ 3-4; *Jefferson*, unpretending, $ 2), a pleasant village of 2943 inhab. with tree-shaded streets, is frequented by thousands of visitors to Watkins and Havana Glens. It is also reached viâ RR. 28c, 28d. Above the village, 300 ft. above the lake, is *The Glen Springs*, a health-resort and hotel known as the 'American Nauheim' (from $ 35 per week, incl. treatment), with mineral springs and baths, beneficial in gout, kidney disease, rheumatism, etc.

The entrance to *Watkins Glen (adm. 50 c.; free to guests of the Glen Mt. Ho.) is ½ M. from the lake, to the right, just on this side of the bridge. The glen, which may be described as a somewhat less imposing edition of the Ausable Chasm (p. 214), is 2½-3 M. long, and is traversed by paths, steps, and bridges (stout shoes and waterproofs desirable). The points of interest are indicated by sign-posts. Among the finest are the **Cathedral* (with its wonderfully smooth floor, and rocky sides 300 ft. high), *Glens Alpha* and *Omega*, *Elfin Glen*, and *Pluto Falls*. At the *Mt. House* (see above) we do not need to cross the bridge, but remain on the same side of the ravine and almost immediately descend a flight of steps to the left. Farther on the path passes behind the small *Rainbow Falls*, where a rainbow is generally visible about 4 p.m. The head of the glen is spanned by a spider-web-like railway-bridge, 165 ft. high. Here a steep path ascends to the right to *Watkins Glen Station* (¼mts.), on the Fall Brook R. R. Opposite, on the other side of the track, is a gap in the fence, where begins the short path back to the village along the top of the cliffs on the left side of the glen. It leads through wood for 10-12 min. and then emerges on a plateau commanding a splendid *View of the lake and village. We descend through the cemetery in 15-20 min. more.

Visitors to Watkins should not fail to visit also the ***Havana Glen**, about 3 M. to the S.E. (entr. through the Fair Grounds at Havana, near the large *Cook's Academy*; adm. 25 c.). This glen is about 1¼ M. long, and its most striking feature is the wonderful rectangularity of the rocks in its lower part. This is specially evident in the square **Council Chamber*, not far from the entrance. The prettiest falls are, perhaps, those descend-

ing from the Council Chamber; farther up are the *Bridal Veil*, *Jacob's Ladder*, and the *Curtain Falls*. The stream, which contains more water than that in Watkins Glen, may be followed up (no path) beyond the glen proper. — There are other pretty glens in the neighbourhood.

Beyond Geneva the line makes a wide sweep to the N. 355 M. *Clifton Springs* (620 ft.; Sanitarium, $3-3½; Hotel, $1½), with sulphurous springs. — 366 M. *Canandaigua* (740 ft.; Seneca Point Hotel, Canandaigua Ho., $2-3), a village with 6151 inhab., at the N. end of **Canandaigua Lake** (670 ft.; 15 M. long and 1 M. wide).

Steamers ply on the lake to various points of summer-resort.

From Canandaigua to Watkins, 47 M., *Northern Central Railway* in 1½ hr. — This line runs towards the S.E. 24 M. *Penn Yan* (Benham Ho., Knapp Ho., $2-2½), at the head of Lake Keuka, a charming little sheet of water, 710 ft. above the sea and 265 ft. above Seneca Lake (p. 237), from which it is separated by a narrow ridge. It is 18 M. long and ½-1½ M. wide. Steamers (fare 25 c.) ply from Penn Yan to *Hammondsport*, at the head of the lake, calling at many pleasant intermediate points. Much wine is raised on the banks of the lake. — 47 M. *Watkins* (p. 237). Beyond this point the railway goes on to *Elmira* (p. 244), Philadelphia, Washington, and Baltimore.

Canandaigua is also the junction of a line to Buffalo viâ *Batavia* (p. 248).

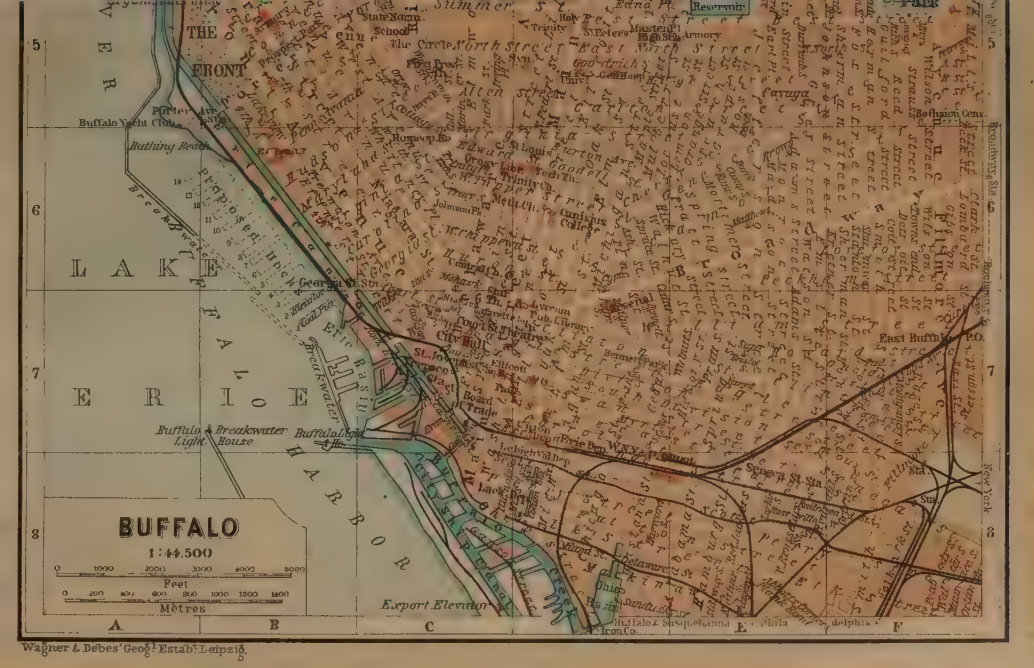
The stations hence to (394 M.) *Rochester* are unimportant.

Rochester (510 ft.; **Powers Hotel*, from $3; *Osburn Ho.*, $2-3; *Whitcomb*, from $2½; *Rail. Restaurant*), a city of 162,608 inhab., situated on both sides of the *Genesee*, 7 M. from Lake Ontario, makes flour, beer, clothing, boots, and other articles to the annual value of $70,000,000. Near the middle of the city the river forms a perpendicular *Fall*, 90-100 ft. high (best seen from the Platt St. Bridge, reached from the Powers Hotel by following Main St. to the left, State St. to the left, and Platt St. to the right). The river forms two other falls to the N. within the city-limits, the *Middle Fall*, 25 ft. high, and the *Lower Fall*, 85 ft. high. — *Main St.* crosses the river by a concealed bridge, lined on both sides with houses in the style of old London Bridge. Near this the Erie Canal is conducted over the river by an **Aqueduct*, 850 ft. long and 45 ft. wide, a fine piece of engineering. — A fine *View of the city is obtained from the tower (204 ft.) of the *Powers Building* (10 c.). — The *University of Rochester* (260 students), in the E. part of the city, has good geological collections. — The *City Hall*, near West Main St., has a tower 175 ft. high. — *Mt. Hope Cemetery* is pretty, and the *Public Parks* are well laid out. The statue of *Frederick Douglass* (1817-95), the coloured statesman, is by S. W. Edwards (1898). — Interesting visits may be paid to the large *Flour Mills* and *Breweries* (lager beer), lining the river, to the extensive *Nurseries* in the outskirts of the city, and to the headquarters of the *Eastman Kodak Co.* Rochester is a great centre of Spiritualists and supporters of Woman's Rights.

Railways radiate from Rochester to Elmira and New York, Pittsburg, Niagara Falls, *Ontario Beach* (Hot. Ontario, $2), on Lake Ontario, etc. — A fine drive may be taken along the *Boulevard* to (7 M.) Lake Ontario.

The direct Railway to Niagara Falls (74 M.) runs viâ *Lockport* to *Suspension Bridge* (p. 247) and the *Falls* (p. 249).

Tonawanda & Niagara Falls
N. Buffalo Sta.
Elmwood Ave. Sta.
Delaware Ave. St.
North Park Sta.
Austin St. Sta.
Amherst St. Sta.
Amherst Street
Central Park Sta.
Highland Park
Park Club
Buffalo Histor. Soc. Bldg.
North Bay
The Lake
East Bay
South Bay
New York State Hospital
Albright Art Gall.
Squaw Island
Black Rock Sta.
Porter Sq.
International Bridge
Lower Ferry
Stratford
Black Rock Harbor
Potomac Ave. Sta.
Forest Lawn Cemetery
Forest Avenue
Potomac Avenue
West Delavan Avenue
Lafayette Avenue
Auburn Avenue
Breckenridge Street
West Ferry St.
Highland Ave.
Lexington Ave.
Utica Street
Hodge Ave.
Bidwell Place
Bidwell Parkway
Chapin Parkway
Yates Circle
Lancaster Ave.
Cleveland Ave.
Northland Avenue
Florida Street
Humboldt Parkway
Delaware Park
The Pool
Park Sup'ts Residence
Golf Links
The Ledges
Agassiz Place
Hist. of the Sisters of St. Joseph's
Sisters of St. Jos. Prop.
Providence Retreat
Kensington Sta.
Sup'ts Res.
Hughes St.
Blaine Ave.
Hedley Ave.
Mohican Ave.
Driving Park Sta.
Niagara River
Ferry St.
Fort Erie
Albany St.
Powai Ho.
Ch. of the Nativity
Soldiers Place
Norwood Pl.
Richmond Ave.
Ashland Ave.
Chapin Parkway
Bidwell Parkway
Lincoln Parkway
Delaware Park
Humboldt Parkway


BUFFALO
1:44.500
Feet
Mètres
LAKE ERIE
BUFFALO HARBOR
THE FRONT
Buffalo Yacht Club
Bathing Beach
Proposed Docks
Breakwater
Buffalo & Breakwater Light House
Buffalo Light
Erie Basin
Export Elevator
Buffalo & Susquehanna Iron Co.
Canisius College
City Hall
Board of Trade
Erie Dep.
Seneca St. Sta.
East Buffalo P.O.
Bethzion Cem.
Reservoir
Armory
Summer St.
Edna Pl.
Trinity
St. Peters
Masten Pl.
High Sch.
Goodrich
Univ.
Gen. Hosp.
Cayuga
Homeop. Ho.
St. Louis
Grosy Libr.
Trinity Ch.
Tech. Th.
Meth. Ch.
Johnson Pk.
Central Ch.
Lyceum
Pub. Library
Court St. Theatre
Ellicott
Bennett Park
Lehigh Val. Dep.
Lack. Dep.
Miami St.
Delaware
Ohio
Sandusky
Philadelphia
New York
Broadway Sta.
Rochester
Wagner & Debes' Geog. Estab. Leipzig.

The train crosses the Genesee above the falls (not seen from the line). — 404 M. *Batavia* (Richmond Hotel), with 9180 inhab. and the *State Blind Asylum*, is the junction of various railways. The old *Holland Purchase Land Office* contains a collection of relics of the pioneer days of Western New York. To the right is seen the monument to *William Morgan*, believed to have been murdered by the Free Masons in 1826 to prevent the publication of his book on the secrets of the craft. — 436 M. *East Buffalo.*

440 M. **Buffalo.** — **Hotels.** *Hotel Iroquois (Pl. a; C, 7), a well-built and finely equipped fire-proof structure, at the corner of Main and Eagle Sts., $ 4-5, R. from $ 1½; Lenox Hotel (Pl. b; C, D, 5), North St., cor. of Delaware Ave., with roof-garden, R. from $ 1½; Lafayette Hotel (Pl. h; D, 7), at the corner of Clinton and Washington Sts.; Genesee Ho. (Pl. c; C, D, 6), Main St., from $ 3, R. from $ 1; Bronzel Ho. (Pl. f; D, 7), close to Union Depot, from $ 3; Mansion House (Pl. g; C, 7), with good cuisine, $ 2-3; Stafford (Pl. e; C, 7), $ 2-2½.

Restaurants. At most of the hotels; *Teck Café*, cor. of Main and Edwards Sts., handsomely fitted up; *Statler*, Ellicott Sq. Building, Swan St.; *Almendinger Café*, in the Morgan Building (p. 242); *Goetz & Laport*, 191 Pearl St. (for men only); *White Elephant*, 356 Main St.; *Carlson Co.*, 263 Main St.; *Childs' Dairy Co.*, 329 Main St.

Railway Stations. *Union* or *Central Depot* (Pl. D, 7), Exchange St., for trains of the N. Y. C., West Shore, Michigan Central, Lake Shore, Penn., W. N. Y. & P., and Buffalo, Rochester, and Pittsburg RR.; *Erie Depot* (Pl. D, 7), Exchange St., a little to the E., also used by the Wabash, Grand Trunk, and N. Y. C. & St. L. RR.; *Delaware & Lackawanna Depot* (Pl. C, 8), at the foot of Main St.; *Lehigh Valley Depot* (Pl. C, 8), cor. of Washington and Scott Sts.

Steamboats ply regularly to the chief points on Lake Erie and the other Great Lakes (comp. p. 305).

Cabs. For 1 pers. for 1 M. 50 c., each pers. addit. 25 c., 2 M. 50 c. each, above 2 M. $ 1 each; per hour 1-4 pers., $ 1½; one article of luggage free, each addit. article 5-10 c. — **Street Cars** (*Tramways*), mainly propelled by electric power generated by Niagara Falls (comp. p. 250), traverse all the principal streets (5 c.) and also run to *Tonawanda* (p. 242), *Niagara Falls* (comp. p. 242), etc. — **A Belt Railway Line**, starting at the Union Depot, makes the circuit of the city (15 M.) in ¾ hr. (fare 25 c.).

Post Office (Pl. D, 7), Swan St.

Theatres. *Teck Theatre* (Pl. D, 6), Main St. (50 c. to $ 1.50); *Star Theatre* (Pl. C, 7), cor. Pearl and Mohawk Sts. (25 c. to $ 1); *Lyceum*, Washington St., near Broadway (15-75 c.); *Germania*, 331 Ellicott St., performances in German. — *Shea's Music Hall* (vaudeville performances), near City Hall; *Roof Garden*, Main St., cor. of High St., with concerts, restaurant, etc. (adm. 15 c.).

Buffalo, the second in size of the cities of New York State, with (1900) 352,387 inhab., lies at the E. end of *Lake Erie*, at the mouth of the *Buffalo Creek* and head of the *Niagara River*, 20 M. above the *Niagara Falls*. It is well built, and many of its wide streets are shaded with trees and smoothly paved with asphalt.

The name of the city is supposed to be derived from the herds of buffalo which frequented the creek here entering the lake. The first dwelling for a white man was erected here in 1791, but it was not till after the construction of the Erie Canal in 1825 that the place increased with any great rapidity. Between 1890 and 1900 it added nearly 100,000 souls to its population. The commerce of Buffalo is very great, as its situation makes it an emporium for much of the traffic with the great North-West. Its lake-harbour is safe and capacious, and it has several miles of water-

front. Lumber (700 million feet annually), grain, coal (9 million tons), and live-stock (ca. 10 million head yearly) are among the chief articles of trade. The grain elevators have an aggregate capacity of 22 million bushels. The industries of Buffalo include brewing, distilling, oil-refining, car building, and the making of metal goods, soap, and starch. They employ 43,500 hands, while their produce in 1900 was valued at $ 122,000,000. The population includes a large proportion of Germans and many Poles and Italians.

Lake Erie (570 ft.), the second (counting from the E.) of the chain of Great Lakes between the United States and Canada, is 250 M. long and 60 M. wide. It is by far the shallowest of all, having an average depth of only 84 ft. It connects with Lake Huron by the Detroit River (see p. 341) and pours its waters into Lake Ontario by the Niagara River (see p. 249). It is the scene of a very busy navigation, about 9000 vessels, of an aggregate burden of 12,000,000 tons, annually entering and clearing the port of Buffalo alone. The first vessel to navigate the lake was built on the Niagara River by La Salle in 1679, and the first steamboat was launched in 1818.

To reach Main St. (Pl. C-F, 1-8) from the *Union Depot* (Pl. D, 7), we proceed to the left (W.). Following Main St. to the right (N.), we soon reach the *Weed Block*, at the corner of Swan St., in which ex-President Cleveland lived when in Buffalo. At the opposite corner of Swan St. is the huge *Ellicott Square Building* (Pl. C, 7), one of the largest office-buildings in the world, with 16 elevators and housing a business-community of between 4000 and 5000 souls. On the left is **St. Paul's Church*, one of the most successful Gothic (E. E.) churches in America. A little back from the church, fronting on Franklin St., is the substantial *City Hall*, with a tower 200 ft. high (view). [Close by, at the S.W. corner of Pearl and Church Sts., is the **Guaranty Building*, by Louis Sullivan, a fine example of simple yet dignified commercial architecture, with terracotta ornamentation.] To the right, at the corner of Eagle St., is the imposing *Iroquois Hotel* (p. 239; view from roof). A little farther on, the street crosses *Lafayette Square* (Pl. C, D, 7), with a *War Monument*. Here, to the right, at the corner of Broadway, stands the handsome **Public Library* (Pl. D, 7), which contains 210,000 vols. and various collections.

The spacious **Reading Room* on the groundfloor contains E. A. Poe's watch and a very interesting Collection of autograph MSS. (Emerson, Whitman, Lowell, Howells, C. E. Craddock, etc.). — The basement and upper floors are occupied by the museum of the *Society of Natural Sciences*.

At the corner of Niagara St. stands the *Erie Co. Savings Bank*. Main St. then intersects the wide *Genesee Street* (Pl. C-F, 5-7). To the left, $^1/_2$ M. farther on, at the corners of Edward St., are the large *Teck Theatre* (p. 239) and the R. C. **Church of St. Louis* (Pl. D, 6).

Just to the W. of this point, at the S.E. corner of Edward St. and Franklin St., is the *Grosvenor Library* (Pl. C, D, 6), a free reference library with about 65,000 vols. (open 9-6).

One of the finest residence-streets in Buffalo is **Delaware Avenue* (Pl. C, D, 3-7), which begins at *Niagara Square* (Pl. C, 7), probably soon to be adorned with a monument to President McKinley (by Carrere & Hastings), and runs to the W. of and parallel with Main St. At the corner of Niagara Sq. and Delaware Ave. is the house of *President Millard Fillmore* (1800-1874), now a hotel. Among

the other buildings in this street are *St. Joseph's College*, cor. of Church St.; the *Methodist Episcopal Church* (Pl. C, 6), cor. of Tupper St.; **Trinity Church* (Pl. C, D, 6), between Tupper and Edward Sts.; and the *Synagogue*, between Allen and North Sts.

Delaware Ave. leads to (2½ M.) *Forest Lawn Cemetery* (see below), but in the meantime we may turn to the left at (1¼ M.) *North Street* (Pl. C-E, 5), another handsome residence-street, with the large *Lenox Hotel* (p. 239) at the corner, and follow it to (½ M.) the *Circle* (Pl. C, 5), containing the **First Presbyterian Church*. Beyond the Circle we follow *Porter Avenue*, which leads to (¼ M.) the small *Prospect Park* (Pl. B, 5) and (¼ M.) the ***Front** (Pl. A, B, 5), a bold bluff on the Niagara River, affording a fine view of Lake Erie, the river, and the Canadian shore (1 M. distant). A little to the N. is *Fort Porter*, a small military station, with a band and dress parade at sunset. Continuing to follow *Niagara Street* along the river, we pass the *Waterworks* (with a 'crib' in the river) and *Fort Erie Ferry* (Pl. A, 4) and reach (2 M.) the **International Bridge** (Pl. A, 2), ¾ M. long, which crosses the river with the aid of *Squaw Island* and was completed in 1873 at a cost of $1,500,000 (300,000*l.*).

Retracing our steps to Forest Avenue (Pl. B-D, 2), we follow it towards the E., passing (left) the large grounds and buildings of the **State Insane Asylum** (Pl. C, 2; open on Mon., Wed., & Frid., 2-5 p.m.). In 1½ M. we reach one of the entrances to the ***Park** (Pl. D, E, 1, 2), which is prettily laid out and contains a boating lake, the *Park Club* (Pl. C, D, 2), the **Albright Art Gallery* (Pl. C, 2), a handsome white marble structure, by Green & Wicks, and the new building of the *Buffalo Historical Society* (Pl. C, 2). The Albright Art Gallery contains pictures, etchings (by Seymour Haden, etc.), sculptures, casts, and other works of art. Adjoining the park on the S. and E. is ***Forest Lawn Cemetery** (Pl. D, E, 2, 3), with the grave of *President Fillmore* (see p. 240). Near the S.W. entrance are a statue of the Indian chief *Red Jacket* and the *Nelson Blocher Monument*, the latter a piece of crude realism which has strong local admirers. Near the same entrance is a handsome *Crematorium* (Pl. D, 3).

On the S.E. Forest Lawn Cemetery is bounded by Main St., whence we may return to our hotel by tramway. Or we may follow it out for about ½ M. to the Humboldt Parkway (Pl. E, F, 2-4). This leads to (1½ M.) **Humboldt Park** (Pl. F, 5), another portion of the park system. Thence we may now return to Main St. by Genesee St. (tramway). — Those who have time may take a car on *Broadway* (Pl. D, F, 6, 7) and proceed through a German and Polish district, passing the *State Arsenal* (Pl. D, 7), to (3 M.) the *Pullman Company Car Works*, in which the wood-carving machines and other processes are interesting. — Farther on in the same direction, beyond a labyrinth of railway tracks, are a series of gigantic *Coal Elevators*, 1 M. long and 200 ft. high. — Among other buildings

may be mentioned the *Post Office* (Pl. D, 7), bounded by Ellicott, Oak, Swan, and South Division Sts.; the *Board of Trade* (Pl. C, 7), cor. of Seneca and Pearl Sts.; the *Buffalo General Hospital* (Pl. D, 5), High St.; the *Morgan Building* (good view from tower; adm. 10 c.), at the S.W. corner of Niagara and S. Pearl Sts. (Pl. C, 7); the *Real Estate Exchange*, in S. Pearl St. (Pl. C, 7); the *Armoury of the 65th Regiment* (Pl. E, 5); the *Buffalo Yacht Club* (Pl. A, 5); the *Church of the Nativity* (Pl. B, 4); *St. Joseph's Cathedral* (R. C.; Pl. C, 7), Franklin St.; *Canisius College* (Pl. D, 6), Washington St., and several other R. C. institutions; the *University of Buffalo* (Pl. D, 5), High St.; and the *Erie County Almshouse*, N. Main St.

Excursion Steamers run from the foot of Main St. to *Fort Erie* (Canada), *Crystal Beach*, *Woodlawn Beach*, and other points of interest on the lake. Excursions may be also made to *Chautauqua* (p. 345), *Lakewood* (p. 345), etc.: but the favourite is, of course, that to *Niagara Falls* (p. 248), which may be made by railroad (see below), by steamer (return fare 50 c.), by four-horse coach (in summer), or by electric car (1⅓ hr.; 35 c., return-fare 50 c.). — Buffalo is an important railway-centre, lines radiating hence in all directions (see RR. 34, 46, etc.).

The N. Y. C. line from Buffalo to Niagara Falls runs along the right bank of *Niagara River*. 444 M. *Black Rock;* 451 M. *Tonawanda*, with a large trade in lumber; 459½ *Echota*, with an electric power-house and the cottages of employees. — 462 M. **Niagara Falls**, see p. 248.

Beyond the Falls station the line goes on to (2 M.) *Suspension Bridge* and (7 M.) *Lewiston* (p. 254), where it connects with the steamer to *Toronto*.

b. Viâ West Shore Railway.

453 M. Railway to (429 M.) *Buffalo* in 11½-16 hrs. ($8; parlor-car or sleeper $2); to (453 M.) *Suspension Bridge* in 12½-17 hrs. (same fares). The through-cars do not run through Albany, but holders of unlimited tickets may go viâ Albany, on notice to the conductor. From Schenectady onwards this line follows almost the same route as the N. Y. C. R. R., having been constructed as a rival line and afterwards bought up by the N. Y. C. R. R. Co.

From New York to (129 M.) *Ravena*, see R. 21 c. The Buffalo line here diverges to the left from that to *Albany* (p. 196). 143 M. *Voorheesville*, junction of a line to *Cobleskill*, etc. (R. 23); 153½ M. *South Schenectady* (p. 232); 160½ M. *Rotterdam*, junction of the B. & M. R. R. (p. 173). Our line follows the S. bank of the *Mohawk*, parallel with the N. Y. C. R. R. on the N. bank. 176 M. *Auriesville*, with the shrine mentioned at p. 232. From (191 M.) *Canajoharie* coaches run to (8 M.) *Sharon Springs* (p. 201; fare $1). 210 M. *Little Falls* (p. 233). From (217½ M.) *Mohawk* coaches run to (10 M.) *Richfield Springs* (p. 234). — 233 M. **Utica** (p. 233). — At (253 M.) *Oneida Castle* we intersect the N. Y., Ont., & W. R. R. (see p. 342). — 279 M. **Syracuse** *(Rail. Restaurant)*, see p. 235. — 325 M. *Lyons*. Beyond (350 M.) *Fairport* the trains viâ (360 M.) *Rochester* (Rail. Restaurant; see p. 238) diverge to the right, while others keep on viâ (363 M.) *Genesee Junction*.

429 M. **Buffalo**, see p. 239.

From Buffalo to (453 M.) *Suspension Bridge*, Niagara, see p. 242.

c. Viâ Delaware, Lackawanna, & Western Railroad.

410 M. Railway to *Buffalo* in 10-13 hrs. (fare $8; sleeper $2; parlor car $2). The trains start from *Hoboken* (ferries from Barclay St. and Christopher St.; comp. p. 8).

Hoboken, see p. 67. The train threads the *Bergen Tunnel* (7/8 M.). 11 M. *Passaic*, with (1900) 27,777 inhab., at the head of navigation on the *Passaic River*. — 15 M. **Paterson** (*Bellevue*, $2), an industrial city with (1900) 105,171 inhab. and large silk and cotton mills, was scourged by a terrible conflagration in 1902 and by immense floods in 1903, the damage done amounting to millions of dollars. The *Passaic Falls* here are 50 ft. high. — 34 M. *Denville* (520 ft.).

Another route of the same railway to this point leads viâ (8 M.) **Newark** (p. 257); 12 M. **Orange**, a pretty little suburban city of (1900) 24,141 inhab., adjoining *West Orange*, with the laboratory and home (in Llewellyn Park) of Thomas A. Edison, the inventor, and also the home of H. A. Harvey (1824-93), the inventor of 'Harveyized steel'; 21 M. *Summit* (380 ft.); and (30 M.) *Morristown* (Mansion Ho., $2½), with a historical museum in a house occupied by Washington as headquarters in 1777 and later. — 37 M. *Denville*, see above.

From (46 M.) *Hopatcong* coaches run to (4 M.) *Lake Hopatcong* (725 ft.), 8½ M. long and 3½ M. wide, with several summer-hotels. — 48 M. *Netcong* (870 ft.) is the station (stage) for (2½ M.) the pretty little *Budd's Lake*. — From (57 M.) *Hackettstown* (570 ft.) stages run to *Schooley's Mountain* (1200 ft.), another summer-resort Dorincourt Ho., from $2½). — 67 M. *Washington* (500 ft.) is the junction of a line to (14 M.) *Easton* (p. 247) and *Philadelphia*. Farther on our line penetrates the *Manunka Chunk Mt.* by the *Voss Gap Tunnel*, 330 yds. long. 78 M. *Manunka Chunk*, the junction of the Belvedere Division of the Pennsylvania R. R.

88 M. **Delaware Water Gap** (320 ft.; **Water Gap Ho.*, *Kittatinny House*, $3-4; *Glenwood*, $2-3), a group of hotels and cottages, at the ***Water Gap,** or gorge, where the Delaware forces its way through the *Kittatinny* or *Blue Mts.*, the *Minsi* rising to the W. (in Pennsylvania) and *Tammany* (comp. p. 39) to the E. (in New Jersey). The gorge is about 2 M. long, with rocky sides 1500 ft. high, and is so narrow as barely to leave room for the railway and the river.

'Whether this immense chasm has been caused by one mighty eruption, or by a gradual yielding of stratum after stratum, by the immense pressure of the waters of a lake thousands of acres in area . . . is of course a subject of mere conjecture. . . . The evidences of the action of water and rocks hundreds of feet above the present level of the river-bed, and the masses of drift forming isolated hills and alluvial banks, indicate lake-like repose in the country now drained by the tributaries of the stream above the great gate in the mountain barrier' (*L. W. Brodhead's* 'Delaware Water Gap'). The Indian name of *Minisink* ('the water is gone'), applied to the country above the Gap, points to the traditional existence of this lake. Several other gaps in the Blue Mts. are of similar late formation (comp. pp. 282, 286). — The Gap should be seen from the river, the road, Table Rock, and Lovers' Leap.

WALKS (comp. Map supplied at the hotels). To *Eureka Falls*, the *Moss Grotto*, and *Rebecca's Bath*, by the carriage-road through the Gap to (2/3 M.) the first creek. — *Hunters' Spring*, 1/3 M. farther up the °*Eureka Glen*, is also reached by a white-marked path diverging to the right from the Mt. Minsi path (see below). — The *Silvan Way*, beginning at the small lake near the Water Gap House and indicated by white marks, leads viâ *Cooper's Cliff* and *Table Rock* (500 ft. above the river) to (1/2 M.) *Caldeno Falls*, the *Moss Cataract*, and *Diana's Bath*. — By turning to the left 200 yds. farther on we can descend to the (1/4 M.) *Ridge Path* (red marks) and follow it to the left, past the *Lovers' Retreat*, back to (1/2 M.) the hotel. — To ascend Mt. Minsi (1500 ft.; 1 1/2-2 hrs.) we follow the *Ridge Path* (see above; red marks), passing the *Lovers' Retreat* and *Winona Cliff*, and making a slight digression (path with yellow marks) to °*Prospect Point* (1 M. from hotel; 700 ft. above the river; view). The top, 2 M. farther on, commands an extensive °View. The summit is also known as the *Sappers' View*, from the *Honourable Corps of Sappers and Miners*, an association of New Yorkers and Philadelphians, which had about 100 officers of various grades to command a single individual known as the 'High Private'. This body made many of the paths and roads in the vicinity. — On the top of Winona Cliff is the *Lovers' Leap*, reached by a blue-marked path diverging from the Ridge Path. — To ascend *Mt. Tammany* (1480 ft.; 1 1/2-2 hrs.) we cross the river and start below the slate-factory.

Among the favourite DRIVES are those to *Stroudsburg* (4 M.), *Deer Park* and *Cherry Valley* (a round of 10 M.), *Buttermilk Falls* (3 M.), *Falls of Winona* (12 M.), *Marshall's Falls* (7 M.), and *Castle Rock* (4 M.).

A small STEAMER plies on the Delaware, and BOATS may be hired for rowing or fishing. Among the places visited along the river are the *Indian Ladder Bluff*, *Mather's Spring*, and the *Point of Rocks*.

From *Philadelphia* (p. 259) the Delaware Water Gap is reached by the Pennsylvania R. R. in 3 1/2 hrs., viâ *Trenton* (p. 258).

In leaving the Water Gap the train crosses *Brodhead Creek* and penetrates *Rock Difficult* by a narrow cutting. — Beyond (93 M.) *Stroudsburg* (400 ft.) we soon begin to ascend the steep slope of *Pocono Mt.*, passing through a tunnel near the top (view). At (119 M.) *Tobyhanna* (1930 ft.) we begin to descend the W. slope of the Allegheny Mts., at places very rapidly. — 145 M. **Scranton** (1060 ft.; *Jermyn*, $ 3-6; *Terrace*, $ 2-3), with (1900) 102,000 inhab., at the confluence of the *Roaring Brook* and the *Lackawanna*, owes its importance to the vast adjoining fields of anthracite coal. Its iron industries are extensive. — Beyond Scranton we pass several small stations and enter *New York State* ('Empire State').

207 M. **Binghamton** (845 ft; *Arlington*, R. from $ 1; *Hotel Bennett*, $ 2 1/2-4), a manufacturing town of 39,647 inhab., is the junction of railways to Albany (D. & H. R. R.; p. 202), Richfield Springs (p. 234), Syracuse (p. 235), Utica (p. 233), etc., and of the Erie Railway (R. 28 d). — Our line here turns to the W. and follows the same course as the Erie Railroad (p. 247), the one on the right and the other on the left bank of the *Susquehanna*. 228 M. *Owego* (815 ft.; Ahwaga, $ 2), at the confluence of the *Owego* and the Susquehanna, is the junction of a line to Ithaca (p. 236).

264 M. **Elmira** (855 ft.; *Rathbun*, $ 2 1/2-5, R. from $ 1; *Frasier*, *Delevan*, $ 2; *Gleason Sanitarium*, $ 2-3 1/2), an industrial town with 35,672 inhab., contains large rolling mills, the car-shops of the Erie Railroad, a Female College, and an Academy of Science. The

Elmira Reformatory has played an important part in the reformatory treatment of criminals.

Railways radiate hence to *Watkins Glen* (p. 237) and *Rochester* (p. 238), to *Ithaca* (p. 236) and *Canastota* (p. 234), to *Harrisburg* (p. 288) and *Philadelphia* (p. 259), and through the *Lehigh Valley* (p. 282).

282 M. *Corning* (930 ft.; Dickinson Ho., $2), with 11,061 inhab., is the junction of lines to Rochester (p. 238) and Williamsport (p. 284). At (326 M.) *Wayland* (1360 ft.) we part company with the Erie line, which here turns to the N. 334 M. *Dansville* (1040 ft.; Jackson Sanitarium, $3½-5); 365 M. *Rochester & Pittsburg Junction*, for lines to the N. to Rochester and to the S. to Pittsburg.

410 M. **Buffalo**, see p. 239.

From Buffalo to *Niagara Falls*, see p. 242 or p. 217.

d. Viâ Erie Railroad.

445 M. Erie R. R. to (425 M.) *Buffalo* in 11-12½ hrs. (fare $8; parlor-car or sleeper $2); to (445 M.) *Suspension Bridge* in 12-15 hrs. (fares as above).

The train starts from *Jersey City* (comp. p. 8; ferries from 23rd St. and Chambers St.). — This line, constructed in 1836-52, passes some fine scenery in penetrating the Allegheny Mts.

Jersey City, see p. 67. The train threads the *Bergen Tunnel* (p. 243) and traverses the *Salt Marshes of the Hackensack*.

These extensive marshes are covered with reeds and sedge grass, growing in soft mud, which is sometimes 40 ft. deep. They are overflowed at high tide.

Beyond (10 M.) *Rutherford* we cross the *Passaic*. 13 M. *Passaic* (p. 243); 17 M. *Paterson* (p. 243). At (32 M.) *Suffern* (300 ft.) we enter *New York State* (p. 244). — 34 M. *Ramapo*, in the picturesque valley of that name. — 39 M. *Tuxedo*.

About 1½ M. to the W. is **Tuxedo Lake**, the property of the *Tuxedo Park Association*, a club of wealthy New Yorkers, who have made this one of the most fashionable pleasure-resorts and game-preserves in the country. On the shores of the lake are the club-house and the cottages of members. A good golf-course has been laid out.

48 M. *Turner's* (558 ft., Rail. Restaurant) is the junction of a line to Newburgh (p. 195). — 50 M. *Monroe* (Monroe Hotel, $2).

About 10 M. to the S. lies ***Greenwood Lake** (625 ft.), a favourite resort of hunters and fishermen, 9 M. long and 1 M. wide, also reached by a direct railway from Jersey City. The chief hotels are the *Brandon House* ($2½-3), in *Greenwood Lake Village*, the *Windermere* ($2½-3), and *Waterstone Cottage*, all at the N. end of the lake, and the *Ferncliff* and *Lakeside Hotels* ($3), on the W. bank. The lake is surrounded by well-wooded hills, attaining a height of 1500 ft.

60 M. *Goshen*, junction of a line to Kingston and Rondout (p. 195); 68 M. *Middletown* (560 ft.; Madison Ho., $2), with 14,500 inhab., junction of the New York, Ontario, & Western R. R. to *Oswego* (comp. R. 47 e). Beyond (71 M.) *Howells* the line ascends the *Shawangunk Range*, and the scenery improves. Beyond (76 M.) *Otisville* the train reaches the summit (870 ft.) by a long rocky cutting and begins to descend rapidly into the valley of the *Delaware*.

89 M. **Port Jervis** (440 ft.; *Fowler Ho.*, from $2; *Delaware Ho.*,

from $1\frac{1}{2}$), situated at the junction of the Delaware and the *Neversink*, is a village of 9385 inhab., frequented as a summer-resort.

At Port Jervis the Delaware abruptly changes its course from S.E. to S.W. and runs hence, parallel to the Allegheny Mts., to (42 M.) the Delaware Water Gap, where it again turns to the S.E. in breaking through the Blue Ridge. A fine road, much frequented by bicyclists, runs along the river at the foot of the shaly bluffs on the right bank; and the scenery of this section of the Upper Delaware, in *Pike County (Penna.), is deservedly famous and much visited by artists. Numerous picturesque falls and gorges are formed by the streams descending from the highest part of the ridge, here known as the *Pocono Mts.* (comp. above), to the Delaware. For an area of about 40sq. M. the region is as yet uninvaded by the railway. Among the chief points on the road are the following. — 8 M. **Milford** (*Fauchere*, $3; *Bluff Ho.*), near the mouth of the *Sawkill*, the beautiful falls of which are $\frac{3}{4}$ M. distant. Close by is an experimental station of the Yale School of Forestry. *Otter's* or *Utter's Cliff* (800 ft.), to the S. of Milford, affords a fine view of the valley, with the blue wall of the Kittatinny Mts. (see below) bounding the view to the S.W. Just below this point the river is joined by *Adams Brook*, popular with artists for its wild scenery. — 12 M. Mouth of the *Raymondskill*, with a fine cataract, $1\frac{1}{2}$ M. back from the river. — 18 M. **Dingman's Ferry** (*High Falls Ho.*, $2-3), at the mouth of *Dingman's Creek*, with an old ferry and a ruined bridge. There are several small falls near the village, and 3 M. up the creek is *Childs Park*, in a lovely little glen with a fine waterfall. *Silver Lake* is 3 M farther up, near the headwaters of the stream. — 22 M. *New Egypt* (inns), on *Tom's Creek*, a famous angling stream. — 27 M. **Bushkill** (*Peters Ho.*, *Riverside Ho.*), at the confluence of the *Big* and *Little Bushkill Creeks*. The falls of the latter (2 M.) are the most beautiful in the district. The Delaware here makes the famous 'Walpack Bend' or 'Fiddler's Elbow', shaped like the letter S. — At (36 M.) *Marshall's Creek*, also with a fall, the highroad to *Stroudsburg* (p. 244) diverges to the right (inland). — 42 M. *Delaware Water Gap*, see p. 243.

The *Tri-States Rock*, to the S. of Port Jervis, marks the meeting of New York, New Jersey, and Pennsylvania. — Among other picturesque resorts within easy reach of Port Jervis are *High Point* (1600 ft.; The Inn, $4) and *Lake Marcia*, 4 M. to the E., on the ridge of the *Kittatinny* or *Shawangunk Mts.* (coach).

From Port Jervis the *N. Y., Ontario, & Western Railway* runs to (24 M.) *Monticello* (1700 ft.; Mansion Ho. $2) and viâ (22 M.) *Summitville* (p. 343) to (65 M.) *Kingston* (p. 283).

Beyond Port Jervis the train crosses the Delaware into *Pennsylvania* ('Keystone State') and runs along its right bank, high above the river. Great engineering difficulties were overcome in making this part of the line, where the river-gorge is deep and tortuous. At (111 M.) *Lackawaxen* (650 ft.) the Delaware and Hudson Canal crosses the Delaware by an aqueduct. Like most of the other small stations in the '*Delaware Highlands*' this is a summer-resort with several unpretending hotels and boarding-houses.

At (117 M.) *Mast Hope* we recross the river and re-enter New York. About 4 M. to the W. is the domain of the *Forest Lake Association* (1500 ft.). — At (123 M.) *Narrowsburg* the valley is very narrow. Beyond (177 M.) *Deposit* (1010 ft.) we quit the Delaware, turn to the left (S.W.), and begin to ascend the ridge separating it from the Susquehanna. Fine scenery. From (185 M.) *Gulf Summit* (1375 ft.) we descend rapidly, soon obtaining a fine *View of the *Susquehanna* (right). We cross the *Cascade Bridge* (180 ft. high) and

the *Starrucca Viaduct*, 1200 ft. long and 110 ft. high. 193 M. *Susquehanna* (915 ft.), with railway repair-shops, lies on the left bank of the river. — The line now descends through the Susquehanna Valley. Beyond (216 M.) *Binghamton* (870 ft.; p. 244) it runs parallel with the Lackawanna Railway (R. 28c), on the opposite (right) bank. 238 M. *Owego* (p. 244); 274 M. *Elmira* (p. 244). At (292 M.) *Corning* (940 ft.; p. 245) a branch-line to Rochester (p. 238) runs to the right (N.).

At (333 M.) **Hornellsville** (1160 ft.; *Sherwood*, *Osborne Hotel*, *Page Ho.*, $2-2½; *Rail. Restaurant*), a town of 11,918 inhab., with railroad works, the Buffalo branch diverges to the right from the main line, which goes on to (414 M.) *Salamanca* and (461 M.) *Dunkirk* (p. 344). — 363 M. *Portage* (1315 ft.; Ingham Ho., $2) is the station for the ***Portage Falls**, formed by the *Genesee River*. The *Upper* or *Horseshoe Falls*, 70 ft. high, are ¾ M. below the village. About ¼ M. farther down are the *Middle Falls*, 110 ft. high, with a cave called the 'Devil's Oven' in the rocks near the foot of the precipice. For 2 M. farther the river descends through a narrow rocky defile and then reaches the *Lower Falls* (150 ft.).

The train crosses the Genesee by a bridge 235 ft. high, affording a view of the Upper and Middle Portage Falls. 367 M. *Castile* (1400 ft.); 370 M. *Silver Springs*, 6 M. from *Silver Lake;* 394 M. *Attica* (1000 ft.); 422 M. *Clinton Street* (*East Buffalo;* 610 ft.).

425 M. **Buffalo**, see p. 239.

The trains for Niagara Falls follow practically the same route as the N. Y. C. R. R. (p. 242). 433 M. *Tonawanda;* 439 M. *La Salle;* 444 M. *Niagara Falls* (p. 248); 445 M. *Suspension Bridge* (p. 248). The trains cross the bridge (comp. p. 334) and connect at (446 M.) *Niagara Falls*, *Ontario* (p. 339), with the Grand Trunk Railway of Canada.

e. Viâ Lehigh Valley Railroad.

464 M. Lehigh Valley R. R. to (451 M.) *Buffalo* in 11½-12 hrs. (fare $8; sleeper $2); thence to (464 M.) *Suspension Bridge* in 1 hr. more (same fares). — The line starts from the Pennsylvania Station in *Jersey City* (p. 8; ferries from Cortlandt, Desbrosses, and W. 23rd Sts.). The 'Black Diamond Express' leaves at 10.25 a.m.

Jersey City, see p. 67. — The first section of this line follows practically the same route as the Central of New Jersey R. R. (p. 8). 9 M. *Newark* (p. 257); 13 M. *Elizabeth Junction;* 27 M. *South Plainfield;* 33 M. *Bound Brook* (p. 258). Beyond (64 M.) *Pattenburg* we thread the *Musconetcong Tunnel*, nearly 1 M. in length. At (76½ M.) *Philippsburg*, an iron-making town and railway-junction, we cross the *Delaware* and enter *Pennsylvania*.

77½ M. **Easton** (**Paxinosa Inn*, $4; *Huntington*, $3; *United States Ho.*, $2½-3), at the *Forks of the Delaware*, an industrial town of 25,238 inhab., is the site of *Lafayette College*, a well-known Presbyterian institution (430 students), founded in 1826. It is an important railway centre (p. 243). The *Carnegie Library* is one

of the prominent buildings. The *Ingersoll Seargeant Co.* (mining machinery) employs 13,000 men. The Paxinosa Inn (p. 247) is a favourite summer-resort, 2 M. above the town (electric car).

89½ M. **Bethlehem**, and thence to (451 M.) **Buffalo**, see R. 34. — Hence to *Niagara Falls*, see p. 242. The direct route, diverges at *Batavia* (comp. p. 238). — 464 M. *Suspension Bridge*, see p. 247.

29. Niagara Falls.

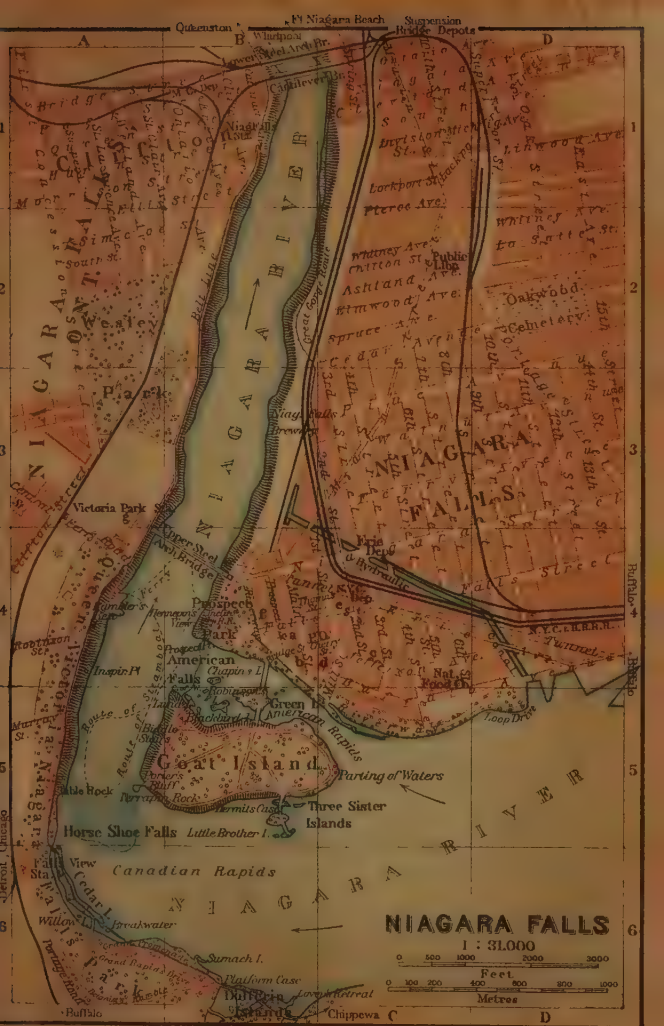
Hotels. INTERNATIONAL HOTEL (Pl. a; B, 4), $3-5½; CATARACT HOTEL (Pl. b; B, 4), close to the river, with good cuisine, $3-5½; KALTENBACH (Pl. d; C, 4), German, well spoken of, from $3; PROSPECT HOUSE (Pl. c; C, 4), well spoken of, $3½-5½; IMPERIAL (Pl. e; C, 4), $2½-4; TOWER (Pl. f; B, 4), $2½-4. The first two are open in summer only. These are all on the American side, in the city of *Niagara Falls*. — LAFAYETTE (Pl. g; A, 3), opposite the Canadian end of the Upper Steel Arch Bridge, $2½-3½, open all the year round; CLIFTON HOUSE, being rebuilt.

Railway Stations. *New York Central*, cor. of Falls St. and Second St., also used by the Michigan Central. West Shore, Lehigh Valley, and the R. W. & O. railways; *Erie Depot*, cor. of Niagara St. and Second St. — The Canadian lines make connection for Niagara Falls at *Suspension Bridge*, 2 M. to the N.; and there are also stations on the Canadian side at *Niagara Falls (Ontario)*, *Victoria Park*, and *Falls View* (comp. p. 331). — Niagara Falls, N. Y., is also connected with Suspension Bridge by tramway (5 c.).

Carriages. The former extortionate charges and impertinent demeanour of the Niagara hackmen have been greatly abated. The rates are $1½ for the first and $1 for each addit. hr., with two horses $2 and $1½; but it is always advisable to make a distinct bargain with the driver, and lower terms than the legal rates may often be obtained, especially by a party. It should be expressly stipulated who is to pay the tolls in crossing the bridges; and the driver should be strictly enjoined not to stop at any of the bazaars or other pay-places unless ordered to do so. A single-horse conveyance should not cost more than $3 for half-a-day or $5 for a whole day. — *Park Vans* make the round of the American Reservation at frequent intervals (fare 25 c., for Goat Island 15 c.), and passengers are entitled to alight at any number of points and finish the round by any subsequent vehicle on the same day. — *Omnibus* from the station to the hotels 25 c.

Electric Tramways. The *Niagara Falls Park and River Railway* runs along the Canadian bank from *Queenston* (p. 254; see Pl. B, 1) to (11½ M.) *Chippewa* (beyond Pl. C, 6; p. 254; fare 45 c.), taking 1½ hr. to the trip and stopping at *Brock's Monument* (10 c.), the *Whirlpool* (20 c.), *Niagara Falls Town* (25 c.), *Niagara Falls Park* (30 c.), and *Dufferin Islands* (30 c.). The *Niagara Gorge Railroad (Great Gorge Route)*, on the American side, runs through the gorge and along the brink of the river to (7 M.) *Lewiston* (p. 254; fare 50 c., there and back 75 c.) and thence on to *Youngstown* and (14 M.) *Fort Niagara* (p. 254; 65 c., 85 c.). — These lines afford admirable views of the rapids, gorge, and falls. Visitors are recommended to take the Canadian line to Queenston, cross the suspension bridge to Lewiston, and return on the American side (or vice versâ; round-trip fare $1). This is known as 'The International Belt Line'.

Fees. Since the establishment of the American and Canadian National Parks and Reservations, most of the former extortionate fees have been abolished; and any visitor who is able to walk a few miles can see all the chief points at very little cost. Goat Island and all the best views of the Falls are free; and the only extra expenses which the visitor is advised to incur are the trip in the '*Maid of the Mist*', including the visit to the Canadian side (50 c.), the *Cave of the Winds* ($1; or the similar trip on the Canadian side, 50 c.), and the view of the *Whirlpool Rapids* (50 c.; stop-overs allowed on Electric Lines without extra charge).



Wagner & Debes' Geogr. Estabt. Leipzig.

Photographs. Among the best photographs of Niagara are those of *Zybach & Co.*, Niagara Falls, Ontario (p. 335).

Reservations. The *New York State Reservation at Niagara* comprises 107 acres and was opened in 1885. It includes *Prospect Park* and *Goat Island*. — The *Queen Victoria Niagara Falls Park*, on the Canadian side, covers 154 acres and was opened in 1888. — The New York Commissioners issue a folder of useful 'Suggestions to Visitors', which may be obtained (free) at any of the hotels or from the officers of the Reservation.

Plan and Season of Visit. The description in the text follows the best order in which to visit the Falls. The American side is seen to greatest advantage in the morning, the Canadian side in the afternoon, the sun being then at our backs as we face the Falls. The Whirlpool Rapids are best seen from the Canadian side. It is possible to see all the chief points in one day, but it is better to allow 2-3 days for the visit. May, the first half of June, the second half of Sept., and Oct. are good seasons to visit Niagara, which is hot and crowded in midsummer. No one who has an opportunity to see them should miss the Falls in the glory of their winter dress.

The ****Falls of Niagara** ('Thunder of Waters'), one of the greatest and most impressive of the natural wonders of America, are situated on the *Niagara River*, 22 M. from its head in Lake Erie and 14 M. above its mouth in Lake Ontario. This river forms the outlet of the four great Western lakes (Erie, Huron, Michigan, and Superior), descending about 330 ft. in its course of 36 M. and affording a channel to a large part of the fresh water in the globe. Its current is swift for about 2 M. after leaving Lake Erie, but becomes more gentle as the channel widens and is divided into two parts by *Grand Island* (Bedell Ho., a popular summer-hotel, $ 2-3). Below the island the stream is 2½ M. wide. About 15 M. from Lake Erie the river narrows again and the rapids begin, flowing with ever increasing speed until in the last ¾ M. above the Falls they descend 55 ft. and flow with immense velocity. On the brink of the Falls, where the river bends at right angles from W. to N., the channel is again divided by *Goat Island*, which occupies about one-fourth of the entire width of the river (4770 ft.). To the right of it is the ****American Fall**, 1060 ft. wide and 167 ft. high, and to the left of it is the ****Canadian** or **Horseshoe Fall**, 158 ft. high, with a contour of 3010 ft. The volume of water which pours over the Falls is 15 million cubic ft. per minute (about 1 cubic mile per week), of which probably nine-tenths go over the Canadian Fall.† Below the Falls the river contracts to 1000-1250 ft., and rushes down foaming and boiling between lofty rocky walls. Two miles farther down it is barely 800 ft. wide, and at the Whirlpool (p. 253) the huge volume of water is compressed into a space of 250 ft. Within 7 M. these lower rapids descend over 100 ft., but at Lewiston the river once more becomes wider and smoother.

The gorge through which the river runs has been formed by the action of the vast body of water rushing through it, and the Falls themselves are receding up the river at a rate which in 1842-90 averaged 2⅕ ft. per

† The international boundary passes through the middle of the so-called Canadian Fall.

annum on the Canadian side and 2/3 ft. on the American side. The rocks passed through by the receding falls are sandstone, shale, and limestone. At present the formation over which the water pours is limestone, with shale lying 80-90 ft. below it; and the frequent fall of great masses of limestone rock is occasioned by the erosion of the underlying shales. At the Whirlpool the continuity of the rock-formation is interrupted, and the whole wall of the ravine is formed of drift. Geologists tell us that a farther retrocession of about 2 M. will cut away the layers of both limestone and shale and leave the falls stationary on the sand stone, with their height reduced about 50 per cent.

Niagara Falls appear under the name of Ongiara in Sanson's Map of Canada (Paris, 1657), but the first white man known to have seen Niagara Falls was *Father Hennepin*, a member of La Salle's party in 1678. He described them as 'a vast and prodigious Cadence of Water, which falls down after a surprizing and astonishing manner, insomuch that the Universe does not afford its Parallel' . . . The Waters which fall from this horrible Precipice do foam and boyl after the most hideous manner imaginable, making an outrageous Noise, more terrible than that of Thunder; for when the Wind blows out of the South, their dismal roaring may be heard more than 15 leagues off'. The sketch he made of the Falls shows several points of difference from their present state.

The Indians have a tradition that the Falls demand two human victims every year; and the number of accidents and suicides is perhaps large enough to maintain this average. Many lives have been lost in foolhardy attempts to cross the river above Goat Island.

The American city of *Niagara Falls* closely adjoins the river and contains (1900) 19,457 inhabitants. The chief source of its prosperity has long been the influx of sightseers; but it is now, thanks to the tapping of the Falls by tunnels and power canals (see below), rapidly becoming an industrial centre of great importance. It is estimated that about 700,000 tourists visit the Falls yearly.

A *Tunnel (Pl. B-D, 4), 29 ft. deep and 18 ft. wide, has been excavated through the solid rock from a point just below the Upper Steel Arch Bridge to a point about 1¼ M. above the Falls, where it is 165 ft. below the level of the river. It passes below the city at a depth of about 200 ft. A short canal diverts a portion of the river to the head of the tunnel, where a maximum of 120-150,000 horse-power is attained by the descent of a stream of water which does not perceptibly diminish the volume of the Falls. The district upon which the mills are erected is quite out of sight of the Falls, the picturesque grandeur of which is not in any way marred by signs of intrusive utilitarianism. A similar tunnel has been constructed on the Canadian side. Including the surface canals, it is estimated that Niagara Falls now supply 400,000 horse-power, used not only for industrial purposes but also for hundreds of miles of electric railways and the lighting of several towns.

A visit may be made to the *Natural Food Conservatory* (Pl. C, 4), in Buffalo Ave., where the well-known shredded wheat biscuits are made. Besides the processes of manufacture, the visitor will find many features of interest in the arrangement of the factory, including the employees' dining-room, the marble bathroom, and the auditorium. Guides are provided to show visitors over the huge building (no charge). Splendid view from roof-observatory.

We may begin our visit to the Falls by entering **Prospect Park** (Pl. B, 4), 12 acres in extent, which adjoins the gorge close to the American Fall. At **Prospect Point*, protected by an iron parapet, we stand on the very brink of the Fall and see it dash on the rocks below. *Hennepin's View*, a little to the right (N.), commands a good general *View. Near the point is the *Superintendent's Office*, whence an *In-*

clined Railway (5 c.) and a *Flight of Steps* descend to the bottom of the gorge and the dock of the 'Maid of the Mist' (see p. 252).

Following the parkway to the left (W.) from Prospect Point, we reach (3 min.) the *Goat Island Bridge* (360 ft. long), crossing the right arm of the river, a little above the American Fall. It commands a fine view of the **Upper Rapids.* To the right are several little rocky islets, including *Avery's Rock*, where an unfortunate man found foothold for 18 hrs. before being swept over the fall by the impact of a boat let out with ropes in an attempt to save him. The bridge ends at *Green Island*, whence another short bridge crosses to **Goat Island* (80 acres in extent). Here we follow the path to the right to (4 min.) **Luna Island*, a rocky islet between the main American Fall and the **Centre Fall*, named from the lunar rainbows seen here at full moon. The continuation of the path along the W. side of Goat Island leads in a minute or two more to the *Biddle Stairs* (free) and the office where a guide and dress are obtained for a descent to the **Cave of the Winds* (fee $ 1; small gratuities expected).

Everyone should descend the stairs and follow the path along the foot of the cliffs towards the base of the Centre Fall but only those of good nerves should attempt the trip through the Cave of the Winds, which, however, is quite safe and is often made by ladies. For those who can stand it the experience is of the most exciting and pleasurable description. After passing over the gangways and bridges amid the rocks and spray in front of the Centre Fall, we are conducted through the 'Cave of the Winds' behind it, where the choking, blinding, and deafening tumult of wind and water defies description. The visitors grasp each other by the hand and sidle through on a narrow ledge, with a perpendicular wall of rock within an inch of their noses and the mighty volume of the fall at their backs.

Beyond the Biddle Stairs the path on Goat Island leads to (4 min.) *Porter's Bluff*, overlooking the Horseshoe Fall, the Canadian Rapids, and the ravine below the Falls. A staircase and bridge descend hence to ***Terrapin Rock*, on the edge of the Horseshoe Falls, affording the best view of these from this side. The tower which used to be here has been removed as unsafe.

'The river here is evidently much deeper than the American branch, and instead of bursting into foam where it quits the ledge, it bends solidly over and falls in a continuous layer of the most vivid green. The tint is not uniform, but varied, long strips of deeper hue alternating with bands of brighter colour ... From all this it is evident that beauty is not absent from the Horseshoe Fall, but majesty is its chief attribute. The plunge of the water is not wild, but deliberate, vast, and fascinating' *(Tyndall)*. — A condemned warship sent over the Fall in 1829 drew 18 ft. of water, but passed without touching the ledge.

Our path next leads along the S. side of Goat Island to (7-8 min.) the series of bridges leading to the **Three Sister Islands*, which afford the best view of the imposing **Canadian Rapids*, running at the rate of 30 M. an hour. The Third Sister is adjoined by a smaller rock known as the *Little Brother*.

We may now return through the centre of Goat Island to (5 min.) the bridge leading to the mainland, but those who have time should follow the path to (4 min.) the 'Parting of the Waters' at the head

of Goat Island, where we obtain a good view of the broad and quiet river above the cascades, with *Grand Island* (p. 249) in the background. Thence the path leads back along the N. side of Goat Island, affording a view of the *American Rapids*, to (5-6 min.) the bridge.

We may now cross to the Canadian side of the river by the ***Upper Steel Arch Bridge** (Pl. B, 4), about 250 yds. below the Falls (see p. 253), erected in 1897-98 to take the place of the suspension-bridge formerly at this spot. The main span, the largest of the kind in the world, is 840 ft. long, while the flanking spans increase the total length of the bridge to 1240 ft. It is 49 ft. wide. An electric tramway crosses in the centre, and on each side are carriage-ways and footpaths. The bridge is 195 ft. above the level of the water. Bridge-toll 10 c., return 15 c., incl. tramway fare. — Just below it, on the American shore, is the mouth of the tunnel described at p. 250. On the bank above is a group of mills and manufactories, run by the power of a surface canal.

On reaching the Canadian end of the bridge, we turn to the left and reach (3 min.) ***Queen Victoria Niagara Falls Park**, which extends along the river for 2½ M. (electric railway, see p. 248). The park contains a bronze statue of *Colonel Gzowski*, its chief promotor. Splendid general views are obtained as we proceed of the Falls and the gorge, especially from the (3 min.) **Rambler's Rest* and (4 min.) **Inspiration Point*. To the right, 3-4 min. farther on, are *Picnic Grounds* and a *Restaurant;* and in 3 min. more we reach the *Table Rock House* and ****Table Rock** (Pl. A, 5), which affords an indescribably grand view of the Horseshoe Falls. Beautiful rainbows are seen on the spray in the afternoon. The roar of the water is deafening.

The name of Table Rock still adheres to this point, though the last portion of the overhanging ledge that gave rise to it fell into the abyss in 1850. — An elevator here affords an opportunity to those who wish to go under the Falls (25 c., with dress 50 c.). This trip does not necessitate the removal of clothing, but only the protection of oil-skin suits. It has been improved by the construction of a tunnel (200 ft. long) and now affords imposing *Views of the falls from behind and below.

Visitors with time to spare may extend their walk through the Park above the Falls to (3-4 min.) *Cedar Island* and (1 M.) *Dufferin Islands, enjoying good views of the Canadian Rapids (see above). No time need be wasted on the so-called *Burning Spring* (adm. 50 c.). — *Falls View Station* of the Michigan Central R.R. (see p. 334), lies just outside the Park, opposite the lower end of Cedar Island. — A road diverging near Table Rock leads to the battlefield of *Lundy's Lane*, where the Anglo-Canadian forces defeated the Americans after a bloody struggle on July 25th, 1814.

No one should omit to take the ****Trip** in the little steamer the *Maid of the Mist*, which starts near the foot of the Inclined Railway descending from the Library (see p. 251), steams up the river nearly to the foot of the Horseshoe Fall, and touches at a wharf on the Canadian side (fee 50 c., incl. water-proof dress). The ****View it affords of the Falls is one of the best to be had; and the trip is perfectly safe. Passengers may disembark on the Canadian side

(where a steep path ascends to the National Park) and return by any later trip of the steamer the same day.

The river and its banks below the bridge offer many points of great interest. The Lower Rapids and the Whirlpool (see below) are both seen to greatest advantage from the Canadian side.

From the N. end of the bridge we follow the road (electric railway, see p. 248) descending along the edge of the cliff to (2 M.) the ***Cantilever Bridge** (Pl. B, 1) of the *Michigan Central Railroad*, one of the first examples of this method of construction, completed in 1883. It is entirely of steel and has a total length of 900 ft. The two cantilever arms, 395 ft. and 375 ft. long, are connected in the centre by a fixed span of 125 ft. It is 245 ft. above the water. About 100 yds. below this bridge is the ***Lower Steel Arch Bridge** of the *Grand Trunk Railway*, erected in 1897 on the site of the former *Railway Suspension Bridge*, with a roadway below the railroad track (toll 10 c., incl. return). The length of the bridge, including approaches, is 1100 ft., half of which is absorbed by the arch itself. The highest point is 226 ft. above the water. It commands a fine view of the Whirlpool Rapids, but the Falls are partly hidden by the Cantilever Bridge.

A little below the Lower Steel Arch Bridge is the entrance to the so-called *Rapids Park*, where we descend an Inclined Railway (50 c.) to view the ***Whirlpool Rapids**, which in their own way are as wonderful as the Falls. The immense volume of water is here forced to flow through so narrow a channel (300 ft.) that it actually assumes a convex form, the centre of the river being 20 ft. higher than the edges. Three other elevators (each 50 c.) descend to the Rapids on the American side.

The impression of force is overwhelming. 'The surges did not look like the gigantic ripples on a river's course, as they were, but like a procession of ocean billows; they rose far aloft in vast bulks of clear green, and broke heavily into foam at the crest' *(Howells)*.

It was in an effort to swim down these Rapids that Capt. Webb lost his life in 1883, but since then several persons have passed through them safely in barrels. The old 'Maid of the Mist' was successfully piloted through the Rapids to Lewiston in 1861. Blondin and others have crossed the gorge above the Rapids on ropes of hemp or wire.

Near the wooden staircase ascending to the *Devil's Hole* is a tablet commemorating an Indian massacre in 1763.

We may now cross the railway-bridge and return along the American side (tramway, see p. 248).

About 1 M. below the Railway Bridge is the ***Whirlpool**, of which we get a good distant view from the top of the cliff. The river here bends suddenly at right angles to its former course, and the Whirlpool is occasioned by the full force of the current impinging against the cliffs of the left bank.

'Here, within the compass of a mile, those inland seas of the North, Superior, Huron, Michigan, Erie, and the multitudes of smaller lakes, all pour their floods, where they swirl in dreadful vortices, with resistless undercurrents boiling beneath the surface of that mighty eddy. Abruptly

from this scene of secret power, so different from the thunderous splendours of the cataract itself, rise lofty cliffs on every side, to a height of two hundred feet, clothed from the water's edge almost to their crests with dark cedars. Noiselessly, so far as your senses perceive, the lakes steal out of the whirlpool, then, drunk and wild, with brawling rapids roar away to Ontario through the narrow channel of the river. Awful as the scene is, you stand so far above it that you do not know the half of its terribleness; for those waters that look so smooth are great ridges and rings, forced, by the impulse of the currents, twelve feet higher in the centre than at the margin. Nothing can live there, and with what is caught in its hold, the maelstrom plays for days, and whirls and tosses round and round in its toils, with a sad maniacal patience'. *(Howells.)*

The River Road ascends along the American side of the river from Goat Island Bridge to (1 M.) the *Old French Landing*, where La Salle and Father Hennepin are said to have embarked in 1678 after their portage from Lewiston. Nearly opposite, on the Canadian shore, is the village of *Chippewa*, where the Americans defeated the English in 1814. About 1 M. farther up is the *Schlosser Landing*, fortified by the French in 1750 and by the English in 1761. *Navy Island*, near the Canadian shore, gave shelter to the insurgents of the 'Mackenzie War' (1837-38). Just above is *Grand Island* (26 sq. M. in area; comp. p. 249), which obtained some notoriety in 1820, when Major Noah proposed to found here the city of Ararat, as a universal refuge for the Jews. Opposite Grand Island, on the American shore, 5 M. above the Falls, is the mouth of the *Cayuga*, where La Salle launched the 'Griffon', the first vessel to navigate the Great Lakes (1679).

The *Observation Trains* of the N.Y.C.R.R. between *Niagara Falls* and (7 M.) *Lewiston* (return-fare 25 c.) afford admirable Views (to the left) of the gorge of the Niagara. — *Lewiston*, a pleasant little village, is the starting-point of the steamers across Lake Ontario to Toronto (comp. *Baedeker's Canada*). A fine suspension-bridge, erected in 1899, 800 ft. in span, and traversed by an electric tramway, connects Lewiston with *Queenston*, on the opposite shore, where Gen. Brock fell on Oct. 11th, 1812 (spot marked by a monument 195 ft. high). Queenston is a station on the Michigan Central R.R. (electric tramway, see p. 248). — About 8 M. to the N.E. of Niagara Falls is the *Reservation of the Tuscarora Indians* (p. 233; baskets, etc., for sale). — *Fort Niagara*, at the (14 M.) mouth of the river, first established in 1678, is now garrisoned by U. S. troops (tramway, see p. 248). Opposite is the watering-place of *Niagara-on-the-Lake*. — Comp. *Baedeker's Handbook to Canada*.

30. The St. Lawrence River and the Thousand Islands.

Passengers who make the St. Lawrence trip from American soil usually join the steamer at *Clayton* (p. 255), which is reached from New York (340 M.) viâ the *N. Y. C. R. R.* to (233 M.) *Utica* and the *Rome, Watertown, & Ogdensburg R. R.* thence (9-12 hrs.; through-carriages; fare $ 8.27; comp. R. 23 a). — The Montreal steamer of the *Richelieu & Ontario Navigation Co.* leaves *Toronto* daily in summer at 4 p.m., and *Kingston* (where it receives most of its passengers) about 6 a.m., calling at Clayton 1¼ hr. later (fare from Clayton to Montreal $ 5.25). Montreal is reached about 6.30 p.m. — Those who wish merely to visit the Thousand Islands may do so by one of the steamers which make daily round-trips from Clayton (fare 50 c.); the 'Lawrence', equipped with a powerful search-light, makes her trip in the evening. Comp. *Baedeker's Handbook to Canada*.

The St. Lawrence, the outflow of the Great Lakes, has a length (from Lake Ontario to its mouth) of 500 M. and pours more fresh water into the Ocean than any other river except the Amazon. It is navigable for large vessels to Montreal and for small steamers all the way, though some of the rapids have to be avoided by means of canals by boats ascending the

river (comp. p. 256). During 4-5 months, however, the navigation of the lower St. Lawrence is stopped by ice. Comp. *Baedeker's Canada.*

Distances in the following route are calculated from Kingston.

Kingston (*Hôt. Frontenac*, $4\frac{1}{2}$-2; *British American Hotel*, $3\frac{1}{2}$-2), a city of 17,960 inhab., with picturesque fortifications, situated at the point where the St. Lawrence issues from *Lake Ontario*, is described in *Baedeker's Canada*. A small steamer plies regularly to *Cape Vincent* (Carleton Hotel, $2\frac{1}{2}$-3).

On leaving Kingston our steamer almost at once begins to traverse the expansion of the St. Lawrence known as the **Lake of the Thousand Islands**, which is 40 M. long and 4-7 M. wide and contains about 1700 islands, big and little. Many of these islands are favourite summer-resorts, with hotels and boarding-houses, while others are private property, with the country-houses of rich Americans and Canadians. The voyage through them is picturesque, and many of the islands are illuminated on Wed. & Sat. evenings, when searchlight steamer-excursions are run. Our course at first lies between *Wolfe* or *Long Island* (r.) and *Howe Island* (l.).

25 M. (r.) **Clayton** (*New Hubbard*, $2-4; *Izaak Walton*, $2; *Manatauck*, Prospect Point), a village and summer-resort with 1913 inhab., is the terminus of the R., W., & O. R. R. from (107 M.) Utica (comp. p. 233). It is the starting-point of several steamers making short trips among the Thousand Islands (comp. p. 254). Opposite is the large *Grindstone Island*, behind which, on the Canadian shore, lies *Gananoque* (Gananoque Inn, $3).

28 M. (r.) *Round Island* or *Frontenac*, with the *Hôtel Frontenac* ($4). — Opposite lies *Murray Isle* (Hot. Murray Hill, $4).

31 M. (l.) **Thousand Island Park** (*Columbian*, $3-4; *Thousand Island Park Ho.*, $2\frac{1}{2}$), a great Methodist resort, at the W. end of *Wellesley Island*. — A little lower down is the *St. Lawrence Park* (r.), with the Lotus Hotel ($2\frac{1}{2}$-4).

41 M. (r.) **Alexandria Bay** (*Crossmon*, $4; *Thousand Isle Ho.*, $3-5; *Edgewood Park*, *New Marsden Ho.*, $3; *Central Park Ho.*, $2-3), the chief resort among the Thousand Islands, lies on the American shore, opposite Wellesley Island, and counts pretty scenery and good boating and fishing among its attractions. Among the most prominent villas on the neighbouring islets are those belonging to the *Pullman Family* and to *H. H. Warner* (of the 'Safe Cure'). — *Westminster Park* (Hotel Westminster, $2-3) lies at the E. end of Wellesley Island, opposite Alexandria Bay.

Farther on we pass the *Summerland Islets* (l.) and the long *Grenadier Island* (l.), leave the Lake of the Thousand Isles, and reach the open river, here about 2 M. wide. For some distance now the voyage is monotonous and uninteresting.

66 M. (l.) **Brockville** (*Strathcona*, $3; *St. Lawrence Hall*, $2) is a Canadian city with 8940 inhab. and good fishing.

80 M. (l.) *Prescott* (Daniels Ho., $2-3). — Opposite lies —

83 M. (r.) **Ogdensburg** (*Seymour Ho.*, $2-3; *Windsor*, *Norman*, $2), a city with 12,633 inhab. and a trade in grain. From Ogdensburg to *Rouse's Point*, see p. 150; to *Rome* and *Utica*, see p. 233.

About 10 M. below Ogdensburg we pass through the *Galoup Rapid* (7½ M. long), which is followed, 4½ M. lower, by the *Rapide Plat*. Neither of these is very noticeable, though each is avoided by a canal (Canadian side) in going upstream. Between them we pass the narrowest point in the river (500 ft.). Numerous islands.

95 M. (l.) *Morrisburg*, just below the Rapide Plat.

109 M. (r.) *Louisville Landing*, whence stages run to (7 M.) *Massena Springs* (Hatfield Ho., $2½; White, $2-3; comp. p. 234).

109 M. (l.) *Dickinson's Landing*, at the head of the ***Long Sault Rapids**, between the Canadian shore and *Long Sault Island*. The rapids are 9 M. long and are tumultuous enough to give a slight suggestion of danger to the process of 'shooting' them. They are avoided in ascending by the *Cornwall Canal*, 11½ M. long.

121 M. (l.) **Cornwall** (*Rossmore Ho.*, $2), a town of 6700 inhab., at the foot of the Long Sault Rapids. — The boundary between the United States and Canada bends away from the river here, and the Indian village of *St. Regis*, opposite Cornwall, is in the *Province of Quebec*. The *Adirondack Mts.* (p. 209) are now visible to the right.

135 M. *Lancaster* lies on the expansion of the river named *Lake St. Francis*, 28 M. long and 5-7 M. wide. Nearly opposite is *Stanley Island* (Algonquin Hotel). — Beyond (142 M.) *Port Louis* (r.) both banks are in Quebec.

At (151 M.) *Coteau Landing* the river is crossed by a railway swing-bridge (comp. *Baedeker's Canada*). We now enter a series of rapids which follow each other at short intervals, with a combined length of about 11 M.: *Coteau Rapid*, *Cedar Rapid*, *Split Rock Rapid*, and the **Cascades*. These are avoided, in going upstream, by the *Beauharnois Canal*, 11¼ M. long. The large Roman Catholic churches of the villages that line the banks are now very conspicuous.

164 M. (r.) *Beauharnois*, at the foot of this series of rapids, lies opposite the mouth of the *Ottawa River*, which enters the St. Lawrence by two channels, enclosing the island of *Perrot*. The village of *Ste. Anne*, on the E. bank of the E. branch, is the scene of Tom Moore's well-known 'Canadian Boat Song'. — The *Lake St. Louis*, which we now traverse, is 12-15 M. long.

180 M. (l.) *Lachine* (Dominion, $2; Imperial; Lake View) lies at the head of the famed ***Lachine Rapids**, the shortest (3 M.) but most violent of all, forming an exciting and dramatic close to our voyage. The rapids begin just below the fine bridge of the *Canadian Pacific Railway*. Soon after leaving the rapids we pass under the **Victoria Jubilee Bridge*. To the left lies —

194 M. *Montreal* (see *Baedeker's Handbook to Canada*).

31. From New York to Philadelphia.

a. Viâ Pennsylvania Railroad.

90 M. Railway in 2¼-2½ hrs. (fare $2½; parlor-car 50 c.). The huge railway-station is in *Jersey City* (p. 8; ferries from 23rd St., Desbrosses St., Cortlandt St., and Brooklyn).

Jersey City, see p. 67. The train runs to the W. to (9 M.) **Newark** (*Continental*, $2-3), a prosperous city on the *Passaic*, with (1900) 246,070 inhab., handsome churches, pleasant parks, large breweries, and extensive manufactures of jewelry, iron goods, celluloid, paper, and leather (value in 1900, $127,000,000). One of the most notable buildings in the city is the office of the *Prudential Insurance Co.*, designed by Geo. B. Post, with interior decorations by Blashfield and Mowbray Siddons. Among the numerous private galleries of art, in which the Barbizon school is especially well represented, are those of *Dr. Leslie D. Ward* and *Senator Dryden*. Newark was the birthplace of *Aaron Burr* (1756-1836). The railway passes through the town 'at grade'. — At (14 M.) *Elizabeth* (Burkely Hotel, $2½), a well laid-out city with (1900) 52,130 inhab., we cross the Central R.R. of New Jersey. A tablet to mark the original site of the College of New Jersey (see below) was unveiled here in 1897. — 19½ M. *Rahway*, with (1900) 7935 inhab. and considerable trade and manufactures. — 24 M. *Menlo Park*, the former home of Thomas A. Edison, the 'Wizard of Menlo Park'. — 31 M. **New Brunswick** (*Mansion Ho.*, *Palmer Ho.*, $2-3), on the *Raritan*, a manufacturing city of (1900) 20,000 inhab., is the site of *Rutgers College* (seen to the right), a well-known institution of the Dutch Reformed Church, chartered in 1766 (225 students). In entering the city we cross a bridge over the river, the *Delaware & Raritan Canal*, and the road. — At (41 M.) *Monmouth Junction* diverges the line to Long Branch, etc. (R. 33 c). — 47 M. *Princeton Junction*, for the branch to (3 M.) *Princeton* (*Princeton Inn, $4; The Nassau, $2½), with (1900) 3900 inhabitants. Princeton is the home of ex-President Cleveland.

Princeton University, formerly *The College of New Jersey*, founded at Elizabeth (see above) in 1746 and transferred to Princeton in 1757, ranks high among the American universities and is attended by about 1530 students. The university buildings, among the chief of which are *Nassau Hall*, *Alexander Hall*, *Marquand Chapel*, the *John C. Green School of Science*, the *Library* (180,000 vols.), *Blair Hall*, *Little Hall*, and the new *Gymnasium*, stand in a beautiful tree-shaded 'campus', 225 acres in extent. The last three building, situated on the W. margin of the campus, are among the finest examples of the collegiate Gothic style in America. The Continental Congress sat at Nassau Hall from June 16th to Nov. 4th, 1783, and here Washington received the nation's thanks for his successful conduct of the Revolution. The boating lake was created at the expense of Mr. Andrew Carnegie by damming up the stream that flows past the university. — The *Princeton Theological Seminary* (Presbyterian), a separate institution, has about 170 students. — The *Battle of Princeton* (Jan. 3rd, 1777), in which Washington defeated the British, was one of the most important in the early part of the Revolutionary struggle. — At *Rocky Hill*, 4 M. to the N. of Princeton, is the house where Washington wrote his Farewell Address to the Army in 1783, now preserved as a historical museum (adm. 25 c.). —

The *Lawrenceville School*, 5 M. to the S.W. of Princeton, ranks among the best in the country.

The line now descends towards the *Delaware*. — 57 M. **Trenton** (*Windsor*, $2\frac{1}{2}$-3, R. from $1; *Trenton, American*, $2-3), the capital of New Jersey, is a well-built town, situated on the Delaware, at the head of navigation. Pop. (1900) 73,300. Its chief industry is the making of pottery, the material for which is found on the spot (total value of manufactures in 1900, $31,645,695). The *State House* is a handsome edifice overlooking the river; the *State Lunatic Asylum* and *Penitentiary* are large buildings. The *Delaware & Raritan Canal* intersects the city.

On Dec. 26th, 1776, Washington crossed the Delaware here and surprised and routed the Hessians under Rall, following up this success by the battle of Jan. 2nd, 1777, in which he maintained his ground against Lord Cornwallis. — Trenton is the junction of a branch to *Mamanka Chunk* and the *Delaware Water Gap* (see R. 28c).

Bordentown (*Bordentown Ho.*, $1\frac{1}{2}$), about 5 M. to the S. of Trenton, was from 1815 till 1832 the home of Joseph Bonaparte, ex-king of Spain, whose fine park is still shown.

Crossing the Delaware, we now enter the 'Keystone State' of *Pennsylvania* and traverse a rich farming country. To the right is the canal. At (58 M.) *Morrisville* the French general Moreau lived from 1806 to 1813, in a house built by Robert Morris, the 'banker of the Revolution'. 67 M. *Bristol*. As we approach Philadelphia we leave the Delaware and traverse a district full of mills, manufactories, and artizans' dwellings. 81 M. *Frankford* is the junction of the 'bridge' trains to Atlantic City (see p. 280). 85 M. *North Philadelphia* (formerly *Germantown Junction*), an important suburban railway-centre (comp. p. 275).

As we enter Philadelphia we cross and recross the *Schuylkill* ('Skoolkill'). *Views of the city and Fairmount Park (p. 273).

90 M. **Philadelphia** (Broad Street Station), see p. 259.

b. Viâ Royal Blue Line.

(Bound Brook Route.)

90 M. Central R. R. of New Jersey and Philadelphia & Reading R. R. in 2-$3\frac{1}{2}$ hrs. (fares as above). The route is much the same as the Penna. R. R. — Station in *Jersey City* (see p. 8; ferry from Liberty St.).

Jersey City, see p. 67. The train crosses *Newark Bay* by a bridge 2 M. long, with views of *Newark* (p. 257) to the right and *Staten Island* (p. 66) to the left. 10 M. *Elizabethport*, the junction of branches to Newark and to the New Jersey seaside-resorts (R. 33), is the seat of the Singer Sewing Machine Co. (5000 hands). $11\frac{1}{2}$ M. *Elizabeth* (see p. 257). — 24 M. **Plainfield** (*Netherwood, Kensington*, $2\frac{1}{2}$; *Mountain View Inn*, on the hills near the town), a pleasant residential town with (1900) 15,369 inhabitants. On the *Orange Hills*, to the right, is *Washington's Rock*, whence that general is said to have observed the movements of the British troops. — At (30 M.) *Bound Brook*, on the *Raritan*, we pass on to the tracks of the *Philadelphia*

& Reading R.R. In 1777 the Americans were defeated here by Lord Cornwallis. The line now traverses corn-fields and orchards. — From (57 M.) *Trenton Junction* a short branch-line runs to (4 M.) *Trenton* (p. 258). Our line crosses the *Delaware* by a fine bridge (views) at (60 M.) *Yardley*. 67 M. *Langhorne*, a summer-resort of the Philadelphians; 79 M. *Jenkintown*, the junction of a line to Bethlehem (p. 281). From (85 M.) *Wayne Junction* lines radiate in all directions (comp. p. 281), and the New York & Washington expresses of the P. & O. R. R. here connect with the Phil. & Reading R. R. system.

90 M. **Philadelphia** (Reading Terminal Station; see below).

32. Philadelphia.

Railway Stations. *Broad Street Station* (Pl. F, 6; restaurant), facing the City Hall, for the trains of the Pennsylvania R. R. to New York, Baltimore, Washington, Pittsburg, Chicago, Gettysburg, Atlantic City, and numerous local lines; *Reading Terminal Station* (Pl. F, 6; restaurant), of the Philadelphia and Reading R.R., for New York (R. 31b), Washington, Baltimore, Gettysburg, Lehigh Valley, etc.; *Baltimore & Ohio Station* (Pl. E, 6; restaurant), cor. of Chestnut St. and 24th St., for Washington, the West, etc.; *West Philadelphia Station* (Pl. D, 6), a secondary station of the Pennsylvania R. R. for all lines (some of the trains between New York and the South touch here only and do not run into the Broad St. Station); *West Jersey R. R. Station* (Pl. I, 6), Camden, reached by ferry from Market St. (see Pl. H, I, 6), for Cape May, Atlantic City, and the Amboy Division of the Penna R. R.; *Philadelphia & Atlantic City R. R. Station* (Pl. I, 8), Camden (ferry from Chestnut St. or South St.), for Atlantic City, etc. — *Tramways* run from all these stations or ferries to the chief centres of the city, and *Hotel Omnibuses* (25 c.) meet the principal trains. *Cabs*, see p. 260.

Hotels. *Bellevue-Stratford (Pl. a; F, 6), Broad and Walnut Sts., a huge edifice resembling the Waldorf-Astoria at New York and under the same management, R. from $ 2½; Hotel Flanders, Walnut and 15th Sts. (Pl. F, 6), R. from $ 2; Stenton (Pl. l; F, 7), Broad St., cor. Spruce St., R. from $ 1½; St. James, Walnut and 13th Sts. (Pl. F, 6), $ 4-6; Walton (Pl. k; F, 6, 7), a large house at the cor. of Broad and Locust Sts., R. from $ 1½; Rittenhouse (Pl. b; E, 6), Chestnut St., cor. of 22nd St., $ 3½-4, R. $ 1½-2; Colonnade (Pl. d; F, 6), Chestnut and 15th Sts., from $ 3½, R. from $ 1; Aldine (Pl. e; E, 6), 1910 Chestnut St., a good family hotel, $ 3½-6, R. $ 1-5; Lorraine (Pl. n; F, 4), cor. N. Broad St. and Fairmount Ave., at some distance from the centre of the city, $ 3½; Normandie, Chestnut and 36th Sts. (Pl. C, 6), from $ 3½; Continental (Pl. f; G, 6), 9th and Chestnut Sts., $ 2½-4, R. from $ 1; Green's (Pl. h; G, 6), 8th and Chestnut Sts., R. $ 1-1½; Bingham (Pl. i; F, 6), 11th and Market Sts., $ 2½, R. $ 1, well spoken of; Windsor (Pl. c; F, 6), 1225 Filbert St., from $ 2, R. from $ 1; Dooner's, 27 S. 10th St., R. $ 1-2 (men only), very fair; Hanover (Pl. g; F, 6), 12th and Arch Sts., from $ 2½, R. from $ 1; Vendig (Pl. m; F, 6), 12th and Market Sts., R. $ 1-2½.

Restaurants. *Bellevue-Stratford Hotel, see above, somewhat expensive; *Boldt*, Bullitt Building, 4th St., below Chestnut St.; *Hotel Walton Café*, see above; *Colonnade Hotel*, see above; *Dooner*, see above; *Green*, see above. D. 50 c.; *Soulas Rathskeller & Restaurant*, in the basement of the Betz Building (p. 263), City Hall Square, D. (from 12 to 3) 50 c.; *Soulas*, 5th St., above Chestnut St., for men; *Boothby*, 1233 Chestnut St., near 13th St. (oysters); *Partridge*, 15 N. 8th St.; *Sooy*, 1309 Walnut St.; *Wanamaker's*, see p. 262; *Dennett's Lunch Rooms*, 529 Chestnut St., 13 S. 9th St., and 122 & 1109 Market St. (low prices); *Bourse Restaurant*, see p. 264; *Women's Exchange*, 12th St., to the S. of Chestnut St.

Tramways (*Street Cars*). *Electric Cars* traverse all the principal streets (fare 5 c., transfer-tickets 8 c.). Cars run to the E. on Columbia Ave., Jefferson, Girard Ave., Wallace, Green, Spring Garden, Callowhill, Race, Arch, Filbert, Market, Chestnut, Spruce, and Lombard Streets; to the W. on Columbia Ave., Master, Girard Ave, Poplar, Fairmount Ave., Spring Garden, Callowhill, Vine, Arch, Market, Sansom, Walnut, Pine, and South Streets; to the N. on 3rd, 5th, 8th, 9th, 11th, 13th, 16th, 18th, 19th, and 23rd Streets; to the S. on 2nd, 4th, 6th, 7th, 10th, 12th, 15th, 17th, 19th, 20th, and 23rd Streets.

Cabs. — (1). *Pennsylvania R.R. Service.* Hansoms (1-2 pers.) 1½ M., 25 c., each 1 M. addit. 15 c., per hr. 65 c., each addit. ¼ hr. 20 c.; no trunks carried. Four-wheelers: 1-2 pers., 40 c., 20 c., 75 c., 20 c.; each addit. pers. 10 c.; each trunk 25 c., small article carried outside 10 c. — (2). *Reading R.R. Service.* Four-wheelers, 1-2 pers. 50 c., 25 c., 75 c., 25 c.; each addit. pers. 25 c. — (3). *City Service.* Carriages (two horses): 1 pers., 1 M. 75 c., 2 pers. $1.25, each addit. pers. 25 c.; 2 M., $1.25, $1.75, 25 c.; each 1 M. addit., each pers. 50 c.; per hr., 1-2 pers., $1.50, each pers. addit. 25 c. One trunk or valise free, each extra article of luggage 6 c.

Ferries cross the Delaware to *Camden* (p. 275) from Market, Vine, South, Chestnut, and Shackamaxon Sts. (3 c.), and to *Gloucester* (p. 275) from South St. (10 c.).

Steamers. Steamers ascend the Delaware to *Burlington* and other points. Steamers also ply to *Liverpool*, *London*, *Antwerp*, *Hamburg*, *New York*, *Boston*, *Baltimore*, *Savannah*, *Charleston*, *Florida*, *Jamaica*, etc.

Theatres. *Garrick* (Pl. F, 6), Chestnut St.; *Academy of Music* (Pl. F, 7), Broad St., cor. of Locust St. (2900 seats), used for operas, concerts, balls, etc.; *Chestnut Street Opera House* (Pl. G, 6), 1023 Chestnut St.; *Chestnut Street Theatre* (Pl. F, 6), 1211 Chestnut St.; *Broad St. Theatre* (Pl. F, 7), near Locust St.; *Walnut St. Theatre*, cor. Walnut and 9th Sts. (Pl. G, 6); *Keith's New Theatre* (Pl. F, 6), Chestnut St.; *Arch Street Theatre* (Pl. G, 6), 613 Arch St., for German plays (1800 seats); *Park Theatre* (Pl. F, 4), Broad St., cor. of Fairmount Ave. (2200 seats); *Grand Opera House* (Pl. F, 3), N. Broad St., cor. of Montgomery Ave.; *Eleventh Street Opera House* (Pl. F, 6), near Chestnut St. (minstrel entertainments); *Gilmore's Auditorium*, Walnut St., between 8th and 9th Sts. (Pl. G, 6); *Kensington Theatre*, cor. E. Norris St. and Frankford Ave. (Pl. H, 2); *National Theatre* (Pl. G, 5), 10th St. and Callowhill St. (varieties); *Washington Park Theatre*, see p. 275. — *Bostock's*, N. Broad St. (p. 269), for performances by trained animals. — *Zoological Garden*, see p. 275.

Clubs. *Philadelphia*, N.W. cor. 13th and Walnut Sts.; *Rittenhouse*, 1811 Walnut St.; *University*, 1510 Walnut St.; *Union League* (Pl. F, 6), Broad St., cor. of Sansom St.; *Markham*, 1421 Walnut St.; *Lawyers*, 1507 Walnut St.; *Mercantile Club* (Pl. F, 3), N. Broad St., cor. of Master St.; *Art Club*, see p. 270. — The well-known dinners of the *Clover Club* are usually held in the old Bellevue Hotel. — Philadelphia is the American headquarters of *Cricket*. The chief clubs are the *Belmont*, near 49th St. Station; *Merion*, at Ardmore; *Philadelphia*, Wissahickon Heights; *Germantown*, at Manheim, near Queen Lane Station.

Tourist Agents. *Raymond & Whitcomb Co.*, 1035 Chestnut St.; *Thos. Cook & Son*, 828 Chestnut St.

Post Office (Pl. G, 6), cor. of Chestnut and 9th Sts.; also several substations and numerous letter-boxes.

Exhibitions of Art. *Academy of Fine Arts*, see p. 266; *Memorial Hall*, Fairmount Park, see p. 274; *Art Club*, see p. 270.

British Consul, *Mr. Wilfrid Powell*, 255 S. 4th St.

Philadelphia (the 'Quaker City'), the third city of the United States in extent and population (1,293,700 inhab. in 1900), lies mainly upon a broad plain between the *Delaware* and the *Schuylkill*, 96 M. from the Atlantic Ocean. It is 22 M. long from N. to S. and

5-10 M. wide, covering 130 sq. M., or a little more than the parliamentary district of London, though, of course, not so completely built over. It probably contains a larger proportion of small houses than any other large city in the world (4.5 inhab. per house; New York 16.37) and is sometimes called the 'City of Homes'. It is laid out with chessboard regularity (see below) and contains 1500 M. of streets, of which 900 M. are paved and 225 M. macadamized. The characteristic Philadelphia house is a two-storied or three-storied structure of red pressed brick, with white marble steps and white or green window-shutters. The two rivers give it about 30 M. of water-front for docks and wharfage, and it is the headquarters of two of the greatest American railways (the Pennsylvania and the Reading). Its commerce by sea and land is very large, and as a manufacturing centre it ranks next to New York and Chicago. The great wholesale business-thoroughfare is MARKET STREET, running E. and W. between the two rivers, while CHESTNUT STREET, parallel with it on the S., contains the finest shops, the newspaper-offices, etc. BROAD STREET is the chief street running N. and S. Among the most fashionable residence-quarters are *Rittenhouse Square* and the W. parts of *Walnut*, *Spruce*, and *Pine Streets*. *Eighth Street* is the great district for cheap shops.

History. Philadelphia, the 'City of Brotherly Love' or 'Quaker City', was founded in 1682 by a Quaker colony under William Penn (1644-1718), who purchased the site from its Indian owners. [A Swedish colony, however, settled on the Delaware, a little lower down, in 1638 (comp. p. 271), and many of Penn's original patentees were descendants of these settlers.] The city attracted large numbers of immigrants and received its charter from Penn in 1701, when it had about 4500 inhabitants. From about that time to the 19th century it rivalled Boston as the leading city of the country, and it was the scene of the most important official steps in the Revolution. The first Continental Congress assembled here in 1774; the *Declaration of Independence* was signed here on July 4th, 1776; the *Constitution of the United States* was drawn up and promulgated here in 1787; the first President of the United States resided here; and here Congress assembled till 1797. From Sept., 1777, to June, 1778, the city was in the possession of the British. During the 19th century its history was one of quiet and rapid growth. In 1876 Philadelphia was the scene of the *Centennial Exhibition*, held in honour of the 100th anniversary of the Declaration of Independence. — After William Penn, the man whose name is most intimately associated with Philadelphia is *Benjamin Franklin* (pp. 266, 271), who came here in 1723 at the age of eighteen. The *Friends* or *Quakers* still form a very important element in Philadelphia, many of the oldest, wealthiest, and most esteemed families belonging to this sect.

Industry and Commerce. The value of the manufactures of Philadelphia in 1900 was $603,500,000 (120,700,000*l.*), the number of hands employed being 247,000. The chief products are machinery, locomotives, iron wares, ships, carpets, woollen and cotton goods, leather, sugar, drugs, and chemicals. The value of its exports in 1903 was $73,318,516. In 1903 the port was entered and cleared by 2007 sea-going vessels, with an aggregate tonnage of 3,389,575, and by 2295 coasting vessels of 3,157,447 tons.

Streets. In planning his city Penn laid out two wide thoroughfares crossing it at right angles (High, now Market St., and Broad St.), with an open space at their intersection and four other squares (Washington, Franklin, Logan, and Rittenhouse Squares) near the outer corners of his plan. The other streets were all laid out parallel to the two above-named, and this rule has also been observed in the subsequent extensions of the

city. Those parallel to Market St. have names (often taken from trees), while those parallel with Broad St. are numbered (Front, Second, etc.). The prefixes North and South distinguish respectively the numbered streets to the N. and S. of Market St. The houses on the N. or E. side of the street have odd numbers, and those on the S. or W. side even numbers. The numbers of the E. and W. streets begin at the Delaware, those of the N. and S. streets at Market St. With each new block a new century of numbers begins, although there are seldom more than 40 numbers in a block. With this system a very slight familiarity with the city enables one to find his way to any house. Thus, *e.g.*, 1521 Arch St. must be between N. 15th St. and N. 16th St.

In *City Hall Square* (Pl. F, 6), at the intersection of Broad St. and Market St., in the centre of the city, stands **City Hall** (Pl. F, 6), generally known as the *Public Buildings*, a huge pile with a granite basement-story and white marble superstructure, begun in 1874. It is 486 ft. long from N. to S. and 470 ft. in breadth, covering a greater area (4½ acres) than any other building in the United States (Capitol at Washington, 3½ acres; St. Peter's at Rome, 4⅝ acres; Palais de Justice at Brussels, 6¼ acres). The *Tower*, 510 ft. high, is surmounted by a statue of William Penn, 37 ft. in height. The style of the building is modified French Renaissance; the architect was *John McArthur Jr.* (d. 1890). Its cost, including the furnishing, was about $25,000,000. Visitors may ascend to the roof (elevators), which commands an extensive view; a special permit (obtained in Room 113) is necessary for the tower.

The building contains 750 rooms. The N. side is devoted to the *Mayor's Office*, the *Council Chamber*, and other offices of the municipal government. The S. side contains the *Supreme Court of Pennsylvania* and other courts.

The broad pavement round the City Hall is to be adorned with statues. Those of *Gen. Reynolds* (1820-63), *Gen. McClellan* (1826-85), and *Stephen Girard* (p. 270) have already been erected.

On the W. side of City Hall Sq., opposite the City Hall, is the ***Broad Street Station** (Pl. F, 6) of the Penna. Railroad, an enormous structure, lately rebuilt. The train-shed has a span of 304 ft. The handsome waiting-room contains a large allegorical relief, while one wall is covered with a mammoth railway map of the United States. Adjacent is the *Arcade Building*, connected with the station by an overhead bridge over Market St., forming a convenient mode of reaching the trains. — On the N. side of the square, at the corner of Broad St. and Filbert St., is the ***Masonic Temple** (Pl. F, 6), a huge granite structure in the Norman style, erected in 1868-73 at a cost of $1,500,000 (300,000*l.*). Among its most prominent features are the tower, 250 ft. high, and the elaborately carved Norman porch. The lodge-rooms are finished in accordance with seven different styles of architecture (Egyptian, Ionic, Corinthian, Norman, Gothic, Renaissance, and Oriental). — On the E. side of the square, occupying the block bounded by the square, Market St., 13th St., and Chestnut St., is *Wanamaker's Store* (Pl. F, 6), the Bon Marché or Whiteley's of Philadelphia, with 4500 employees (restaurant, see p. 259). — On the S. side of the square is the tall *Betz Building*, completed in 1893.

***Chestnut Street** (Pl. A-H, 6) is the chief street of Philadelphia,

containing many of the handsomest and most interesting buildings; and we now follow it towards the Delaware (E. or left). The S. side pavement is the fashionable promenade of the Quaker City. To the left, at the corner of Broad St. and adjoining the Betz Building (p. 262) on the S., is the *Girard Trust Building*, while to the right rises the fine office of the **Real Estate Trust Co.* At the corner of 12th St. (left) is the tall *Commonwealth Trust Building*, and at the corner of 10th St., on the same side, is the *New York Mutual Life Insurance Co.* At 1217 Chestnut St. are the temporary headquarters of the **Philadelphia Free Library** (250,000 vols.), which has fourteen branches in different parts of the city, while Mr. Carnegie has offered a sum of $ 1,500,000 for the erection of other thirty.

In 12th St., to the N., is the *William Penn Charter School*, founded in 1689. In 10th St., also to the N., is the *Mercantile Library* (Pl. G, 6), with 210,000 vols. and a free reading-room (9-10). — In the same street, to the S., is the *Jefferson Medical College* (Pl. G, 6), with an anatomical museum.

Between 10th and 9th Sts., to the left, are the *City Trust Co.*, the *Penn Mutual Life Building* (with an elaborate façade), and the *Office of the 'Record'*. At the corner of 9th St., extending on the N. to Market St., is the **Post Office** (Pl. G, 6). a large granite building in the Renaissance style, erected at a cost of $ 5,000,000 (1,000,000 *l.*). It also contains the *United States Courts* and the offices of various Federal officials. In front of the Post Office is a colossal seated figure of *Benjamin Franklin* (1706-90), by John J. Boyle (1900). Between 8th and 7th Sts. (left) is the highly ornamented front of the *Union Trust Co.* This neighbourhood contains a large number of newspaper-offices. At the corner of 6th St., on the *Public Ledger Building*, is another statue of *Franklin*.

In 7th St., a little to the N. of Chestnut St., is the *Franklin Institute* (Pl. G, 6), with a library, museum, and lecture-hall. Opposite is the free exhibition of the *Builders' Exchange*.

We now reach, on the right, between 5th and 6th Sts., **Independence Hall** (Pl. G, 6), or the old *State House* (open on week-days, 9-4), a modest brick edifice (1732-35), which is in some respects the most interesting building in the United States. The steeple was added afterwards. Here the Continental Congress met during the American Revolution (1775-81), and here, on July 4th, 1776, the Declaration of Independence was adopted. In 1897-98 the whole building was restored as far as possible to its original condition.

Passing through the door in the centre, we first enter (right) the *State Supreme Court* or *West Room*, containing the original court chairs and portraits of Chief Justices **McKean, Chew, and Allen.**

To the left is the *East Room* or *Independence Hall* proper, the actual scene of the deliberations of those statesmen of whom William Pitt wrote: 'I must declare that in all my reading and observation, for solidity of reasoning, force of sagacity, and wisdom of conclusion, under such a complication of difficult circumstances, no body of men could stand before the National Congress of Philadelphia'. With the exception of a new flooring, the room is substantially in the same state as when the Congress sat, and the old furniture has been replaced in it, including the table on which the Declaration of Independence was signed. On the back of the chair of the President of the Congress (John Hancock) is the emblem of

which Franklin said that he had often wondered, before the success of the Revolution was assured, whether it was the *rising* or the *setting* sun. On the E. wall hangs a facsimile of the Declaration of Independence, of which the original is preserved at Washington (see p. 320). Also on the walls are portraits of Washington (by *Peale*) and of nearly all the signers of the Declaration.

On the upper floor we first enter a *Room* containing portraits of Key (author of 'The Star Spangled Banner'), William Penn, Robert Morris, Patrick Henry, and many others, the original Charter of Philadelphia (1701), a piece of the Penn Treaty Elm, and a picture of his wampum belt. — The *Banqueting Hall* contains the sofa and church-pew of George Washington, a painting of Penn's Treaty with the Indians, by *Benjamin West*, and portraits of Martha Washington, British sovereigns, Washington's generals, naval officers, and other worthies of the Revolutionary period. Part of the original floor-boards are shown under glass. — The *Council Chamber* or *Governors' Room* contains portraits and relics.

In the small back-hall at the foot of the staircase, opposite the main entrance, under glass, stands the famous **Liberty Bell*, the first bell rung in the United States after the Declaration of Independence. It was afterwards used on various occasions of national importance, but was cracked in 1835, in tolling for the funeral of Chief Justice Marshall, and since 1843 has never been sounded. It was originally cast in England, but was recast in Philadelphia. In the same room are portraits of Marshall, Penn, Governor Hamilton, and the Chevalier Girard. — On the walls of the *Stairway* are portraits of Lafayette, Washington, and George III.

The central part of the State House is connected by open arcades (restored to their original appearance) with two smaller wing-buildings, containing a *National Museum* of relics, such as books, posters, wood-cuts, engravings, newspapers, costumes, models, views and plans of Philadelphia, the 'Serpent Flag', and Ben. Franklin's lightning rod. Those in the W. building illustrate the Colonial, those in the E. the Revolutionary Period. Adjoining that to the W., at the corner of 6th St., is the old *Congress Hall*, in which Washington was inaugurated in 1793 and Adams in 1797. To the E., at the corner of 5th St., is the *Old City Hall*, dating from 1791 and occupied by the U. S. Supreme Court in 1791-1800. — In front of the State House is a *Statue of Washington*, by Bailly, erected in 1869. — Behind the State House lies *Independence Square*, an open space 4 acres in extent.

Opposite Independence Hall is the picturesque gabled building of the *Pennsylvania Trust Co.*

In S. 5th St., just below Chestnut St., is the **American Philosophical Society**, an outgrowth of the *Junto Club*, founded by Franklin in 1743. It is the oldest learned society in the United States, and contains a library of 65,000 vols. and many interesting relics.

Beyond 5th St., Chestnut St. is flanked on both sides with handsome banks and insurance-offices. At the corner of 5th St., to the right, is the white marble **Drexel Building* (Pl. G, 6). The roof, to which visitors are admitted, commands an excellent view. Adjacent is the *Custom House* (Pl. G, 6), with a Doric portico, originally erected in 1819-24 for the United States Bank.

In 5th St., to the N. of Chestnut St., stands the **Bourse** (Pl. G, 6), erected in 1895 at a cost of $ 1,500,000, and containing the offices of the Board of Trade, the Commercial Exchange, and other business organisations. The two lower stories are a good example of the style of Francis I. Visitors are admitted to the galleries flanking the huge glass-covered hall. There is a restaurant upstairs.

A lane diverging to the right between 4th and 3rd Sts., opposite the *Fidelity Trust Co.*, leads to **Carpenters' Hall* (Pl. G, H, 6; open on week-days, 9-3), where the First Colonial Congress assembled in 1774.

It contains the chairs used at the Congress, various historical relics, and the inscription: 'Within these walls Henry, Hancock, and Adams inspired the delegates of the colonies with nerve and sinew for the toils of war'. — Chestnut St. ends at the Delaware River.

No. 133 South Second Street occupies the site of the 'Slate-roof House', the home of William Penn.

Walnut Street (Pl. A-H, 6) runs parallel to Chestnut St., a little to the S. In this street, at the intersection of Dock St. and 3rd St., is the *Stock Exchange*, formerly the *Merchants' Exchange* (Pl. H, 6), a recently reconstructed building with a semicircular portico facing towards the river (visitors admitted to the gallery, 10-3). Near it (in 3rd St.) is the *Girard Bank*, originally built for the first U.S. Bank and long owned by Stephen Girard (p. 270). At 4th St. is the fine building of the *Manhattan Insurance Co.*

Three blocks to the S., at the corner of Pine St. and 3rd St., is *St. Peter's Church* (Pl. H, 7), dating from 1758-61 and little changed in appearance. The brave Commodore Decatur (1779-1820) is buried in the old churchyard.

In 4th St., to the S. of Walnut St., is the **Philadelphia Commercial Museum** (Pl. G, 6; open free on week-days 9-4, Sun. 1-4), established in 1895, to disseminate knowledge of the products and requirements of different parts of the world. It includes interesting collections, samples of goods and of raw materials, testing laboratories, a bureau of information, and a commercial library. Part of the collections has already been removed to the new buildings in 34th St. (Pl. C, D, 7; see p. 272).

Between 6th and 7th Sts. Walnut St. passes *Washington Square* (Pl. G, 6, 7; p. 261), with a great variety of trees. At the N.W. corner of Washington Square is the *Philadelphia Saving Fund Society*, erected in 1868 and 1897. At the S.W. corner of Walnut and 10th Sts. (Pl. G, 6) is the *Western Saving Fund Society*. No. 1323 Walnut St. contains the headquarters of the *Book Lovers & Tabard Inn Libraries*, which operate both in the United States and England. At the N.W. corner of Walnut St. and Juniper St., to the right, is the tall *Witherspoon Building*, with the offices and historical museum of the Presbyterian Church (North).

Two blocks to the S. of Walnut St., bounded by Spruce, Pine, 8th, and 9th Sts., stands the *Pennsylvania Hospital* (Pl. G, 7), the oldest in the city. It contains West's picture of 'Christ healing the sick', and in the garden, towards Pine St., is a statue of William Penn. — No. 413 S. 10th St., the house in which *Henry George* (d. 1897) was born, has been fitted up as a memorial 'single tax' library and reading-room. — At the corner of Locust St. and 13th St., one block to the S. of Walnut St., stands the building of the **Historical Society of Pennsylvania** (Pl. F, 7; open 9-5), founded in 1824, which contains highly interesting historical relics, paintings, and autographs. In the Fireproof Room on the groundfloor are a letter of *President Lincoln* (1864) and the play-bill of the theatre on the night he was assassinated; the *Bradford Almanack* of 1686 (printed 1685), the first book printed in the Middle States; many other examples of *Bradford*, *Franklin*, and other printers of the Middle States before 1800; relics of *Washington*, *Jefferson*, and *Franklin*; handbill printed at Charleston (1860), announcing the dissolution of the Union; *William Penn's* Bible and razor; the original *Instructions of Penn* regarding Pennsylvania; first copy of *Poor Richard's Almanack*; one of the *Stamp Act* stamps; *German Bible* and other works printed by Christopher Saur, including the *First Bible printed in America*. — On the Upper Floor are the *Tower Collection of Colonial Laws down to 1789*; portraits of *Penn*, *Washington*, *Franklin*, *Morris*, etc.; relics

of Robert Morris; the *News of the Battle of Lexington*, passed on to Philadelphia in the manner of the 'Fiery Cross' (Ap. 19-24th, 1775), with attestations of the persons through whose hands it passed; letter of *Washington;* original MSS. of 'Home, Sweet Home' and 'The Star-Spangled Banner'; telescope of *Paul Jones;* letters and will of *John Brown* (p. 328); chairs that belonged to *Penn;* and part of *Franklin's Printing Press* (front room).

At the N.E. corner of Locust and 13th Sts. is the **College of Physicians** (Pl. F, 6), incorporated in 1787, with a fine medical library. The large hall, in which the *Anatomical Museum* is displayed, contains a good chimney-piece.

At the corner of Locust St. and Juniper St. is the *Academy of the Protestant Episcopal Church*, a well-equipped and well-managed day-school for boys, founded in 1785 and of considerable interest from its bearing on local history. — The **Philadelphia Library** (Pl. F, 6), also at the corner of Locust St. and Juniper St., was founded by Dr. Franklin and others in 1731 and contains 220,000 vols., a clock said to have belonged to Cromwell, part of Franklin's electrical machine, and other relics.

Walnut St. now crosses Broad St., to the W. of which it consists mainly of private residences. No. 1524 is the home of *Dr. S. Weir Mitchell*, the novelist Between 18th and 19th Sts. we pass *Rittenhouse Square* (Pl. E, 6; p. 261), a fashionable residence-quarter.

**St. Mark's Church*, Locust St., between 16th and 17th Sts., is a singularly pure example of the early Decorated Gothic style.

On reaching the bridge at the Schuylkill River (Pl. D, 6) we may descend the flight of steps to the right and follow 24th St. to the spacious **Baltimore and Ohio Railway Station** (Pl. E, 6), which lies on the river, in Chestnut St. Following the latter street towards the E., we pass the *Lutheran Church of the Holy Communion*, on the right, and the *First Unitarian Church* and the *Swedenborgian Church* (cor. 22nd St.) on the left. At 15th St. are the *Colonnade Hotel* (p. 259; right) and the *Young Men's Christian Association* (Pl. F, 6; r.), containing a fine hall. To the right, at the corner of Broad St., is the tall *Land Title Building*, erected in 1897-98 and extended in 1904 (14 stories).

We now again reach our starting-point at Broad St. (comp. p. 261), where we may either turn to the left and proceed past the City Hall and up North Broad St., or follow South Broad St. to the right.

North Broad Street (Pl. F, 6-1), beginning on the N. side of City Hall Square, a handsome street, 113 ft. wide, contains in its upper portion many of the finest private residences in Philadelphia. To the right, at the corner of Filbert St., is the *Masonic Temple* (see p. 262), which is adjoined by the handsome *Arch Street Methodist Episcopal Church*. On the opposite side of the street are the tall buildings of the *United Gas Improvement Co.* and the *Fidelity Mutual Life Association*. To the right is the *Odd Fellows' Temple*, a handsome building, erected in 1895 at a cost of $ 1,000,000, and at the next corner is *Bostock's Animal Arena* (p. 260).

To the left, at the corner of Cherry St., is the **Pennsylvania Academy of the Fine Arts** (Pl. F, 6), a building in the Venetian style of architecture (admission free; catalogue 25 c.; Director, *Mr. Harrison S. Morris*). The Academy was founded in 1805, and

besides its collections supports an excellent art-school, the lecture-hall of which (groundfloor) is adorned with effective decorations by the pupils. Its collections include 700 paintings, numerous sculptures, several hundred casts, and 50,000 engravings. The early American school is especially well represented. Annual exhibitions of the works of living artists are held here in winter. The letters prefixed to the number on the pictures on the catalogue show the section to which the work belongs (A = American, B = British, etc.).

The Stairway and the Corridors adjoining the head of it contain a number of large historical and other canvasses, among which may be mentioned: 2. *W. Allston*, Resuscitation of a dead man (2nd Kings, xiii, 21); 501. *Bouguereau*, Orestes and the Furies; 546. *Wittkamp*, Deliverance of Leyden in 1574; 199. *Ben. West*, Death on the Pale Horse; 529. *J. J. Le Febvre*, Psyche; 525. Portrait of Lord Baltimore, founder of the State of Maryland, by an *Unknown Artist*; 463. *C. J. Vernet*, Royal family of Naples at Portici; 204. *Ben. West*, Rejection of Christ; 7. *H. S. Bisbing*, In the meadows; 524. *Peter J. T. Janssen*, Peter's Denial of Christ. — We begin our round of the rooms with those on the S. side of the building.

Gallery B. To the left: 344. *Sir Thomas Lawrence* (?), Portrait of George Meade; 49. *J. McClure Hamilton*, W. E. Gladstone in Downing St.; 197. *E. L. Weeks*, The three beggars of Cordova; 424. *Ribera (Spagnoletto)*, The Cid; 60. *W. Hunt*, Flight of Night; 452. *B. van der Helst*, Violinist; 77. *Ridgway Knight*, Hailing the ferry; 408. *Duplessis*, Benj. Franklin; 50 *J. M. Hamilton*, Richard Vaux; 94. *John Neagle*, Pat Lyon at the forge; *C. W. Peale*, 16. Robert Morris ('the financier of the Revolution'), 107. The artist himself; *Thos. Sully*, 164. G. F. Cooke as Richard III., 166. Mrs. Kemble, 167. Eliza Leslie, 161. Charles Kemble; 65. *Inman*, Lord Macaulay; twenty-two portraits by *Gilbert Stuart*, the largest collection of this master's works (*140. Mrs. Blodgett; *157. 'Lansdowne' Portrait of Washington; 149. President Madison; 151. President Monroe; 158. Washington).

South Transept. Left: 549. *Ziem*, Grand Canal, Venice; 430. *Schalcken*, Henrietta van Haavens; 75. *F. L. Kirkpatrick*, In the Museum; 507. *Daubigny*, Twilight on the Seine; 503. *Corot*, River scene.

Galleries C & D contain a *Collection of paintings and sculptures bequeathed by Mr. Henry C. Gibson (1896). — Gallery C. Left: 1008. *Jules Breton*, Potato harvest; 1004. *F. A. Bonheur*, Landscape and cattle; 1028. *Diaz*, The coming storm; 1009. *Cabanel*, Birth of Venus; 1017. *Courbet*, Great Oak of Ornans; 1094. *Zamacois*, Revelation; 1038. *Gérôme*, The Guardian; 1058. *Meissonier*, Cavalier waiting an audience; 1021. *Daubigny*, View on the Seine; 1086. *Troyon*, Crossing the ford; 1016. *Corot*, Landscape; 1032. *Dupré*, Sea-piece; *1063. *Millet*, Return of the flock; 1020. *Daubigny*, Landscape; 1010. *Calame*, Lake of Lucerne; 1096. *Zamacois*, Contemplation; 1034. *Fortuny*, Council House, Granada; 1095. *Zamacois*, On the lookout. — Gallery D. Left: 1065. *A. de Neuville*, Surprise in the environs of Metz; 1001. *A. Achenbach*, Coast-scene; 1064. *Munkacsy*, Bringing in the night-rovers; 1089. *Van Marcke*, The herd: 1025. *Detaille*, Charge of cuirassiers at Reichshoffen, 1870; 1027. *Diaz*, Fontainebleau; 1068. *Martin Rico*, Venice; 1093. *Vibert*, Calling the roll after pillage; 1043. *H. Hansen*, Interior, Copenhagen; 1046. *Henner*, Nymph; 1048. *Isabey*, Departure of the Rouen diligence; 1082. *Alfred Stevens*. In the country; 1018. *Couture*, The thorny path; 1005. *Rosa Bonheur*, Highland sheep; 1015. *P. J. Clays*, Dead calm, Coast of Holland; 1090. *Van Marcke*, Seeking shelter.

Gallery E. Modern European Works. 329. *George Morland*, Landscape; 307. *T. Sidney Cooper*, Cattle; 337. *Richard Wilson*, Falls of Tivoli; 514. *Fed. Faruffini*, Cæsar Borgia and Macchiavelli; 416. *Pieter Molyn*, Nicolas Duval; 426. *Salvator Rosa*, Old man's head.

Corridor, at the W. end of the building. 336. *Henry Thomson*, Baron Williams; 306. *Cole*, Stable interior; 613. *Frank Duveneck*, Recumbent tomb-figure of Mrs. Duveneck (plaster cast; original in the Protestant Cemetery, Florence).

GALLERY F. Temple (American) Collection. 1. *John W. Alexander*, Café; 173. *Tanner*, Nicodemus; *506. *Dagnan-Bouveret*, Breton peasant; 512. *Per Ekström*, Snowstorm; *12. *De Forest Brush*, Mother and child; 177. *Trego*, Light artillery; 121. *Wm. L. Picknell*, Marsh; 34. *Duveneck*, Turkish page; *15. *Wm. M. Chase*, Lady with white shawl; 59. *Winslow Homer*, Fox-hunt; 510. *Carolus-Duran*, Mme. Modjeska; 78. *Koehler*, The Holy-Day occupation; 53. *Alex. Harrison*, The wave; 189. *R. W. Vonnoh*, Companion of the studio; 28. *C. H. Davis*, Brook; 540. *A. Struys*, Forgotten; 119. *Chas. S. Pearce*, Fantasie; 183. *Tryon*, Evening; 91. *Anna L. Merritt*, Piping shepherd; 190. *Vonnoh*, November; 90. *Gari Melchers*, Skaters; 174. *Tarbell*, The golden screen; 4. *Cecilia Beaux*, New England woman; 56. *Thos. Eakins*, Cello-player; 185. *B. Uhle*, Male head.

The NORTH TRANSEPT and the CENTRAL ROTUNDA contain casts and marbles.

CORRIDOR, at the E. end of the building. 433. *Snyders*, Dead game and dog; 631. *A. St. Gaudens*, Bust of Gen. Sherman.

GALLERIES G, H, & J are used for temporary exhibitions.

PRINT ROOM (groundfloor). Field Collection: 401. *Bonifazio Veronese*, Last Supper; 410. Attributed to *Benozzo Gozzoli*, Virgin and Child; 131. *J. S. Sargent*, Mr. and Mrs. John W. Field; Prints bequeathed by John S. Phillips.

Sculptures. Among the hitherto unmentioned sculptures, mainly in the corridors, are: 625. *Hiram Powers*, Proserpine; 906. *A. Kiss*, Amazon attacked by panther; 701. *John Lough*, Battle of Centaurs and Lapithæ (cast from original model); 913½. *Auguste Rodin*, Recumbent figure.

Farther on (No. 145), to the right, is the *Armoury of the State Fencibles* (Pl. F, 5, 6).

Race Street (Pl. E-H, 5) leads to the left to LOGAN SQUARE (Pl. E, 5; p. 261), on the E. side of which stands the Roman Catholic **Cathedral of SS. Peter & Paul** (Pl. E, F, 5), a large edifice, with a Corinthian portico and a dome 210 ft. high. The interior is adorned with mural paintings, and over the high-altar is a Crucifixion by *Brumidi*. — On the S. side of the square, at the corner of 19th St., is the **Academy of Natural Sciences** (Pl. E, 5, 6), erected in 1875 and recently much enlarged. The society was founded in 1812. Its museum (open free 9-5, Sun. 1-5; entr. in 19th St.) contains valuable and extensive *Collections of Natural History, among which may be specified the Morton Collection of Crania (1200), the huge Collection of Shells (200,000 specimens), the Herbarium, the Peruvian mummies, and the Ornithological Cabinet, which furnished Audubon with many of his types. The library contains 50,000 volumes.

On the W. side of Broad St., between Race and Vine Sts., are the *Hahnemann College and Hospital* (Pl. F, 5), probably the chief homeopathic institution of the kind in the world. Beyond the *First Regiment Armoury* (Pl. F, 5) we cross above the subway of the *Reading Railway*. To the right, at the corner of Spring Garden St., is the *Spring Garden Institute* (Pl. F, 5), for instruction in drawing, painting, and the mechanic arts (750 students). Adjacent is the *Apprentices' Library* (40,000 vols.). Opposite are the **Baldwin Locomotive Works*, a highly interesting industrial establishment employing 11,000 men and turning out three or four locomotives daily (adm. after previous application, supported by an introduction).

SPRING GARDEN STREET, a pleasant residence-street, leads to the W. to (1 M.) the S. end of *Fairmount Park* (see p. 273). On the S. side of this street, between 16th and 17th Sts., stands the new **United States Mint** (Pl. F, 5), a large granite and marble building in a simple, massive, and imposing classical style, erected in 1900 at a cost of $ 2,400,000 (open free daily, 9-2, Sat. 9-11; visitors are shown round by guides, who do not expect a gratuity). The Philadelphia Mint, established in 1792, is the parent mint of the United States. The various processes of coining are interesting,

and the machines used have no superiors. The total value of the pieces coined here from 1793 to 1903 was: gold $1,023,177,924, silver $463,390,093, minor coins $41,535,405. In 1903 the silver dollars issued here numbered 4,652,755. The Mint also does considerable coinage for the South & Central American Republics ($2,430,000 pieces in 1903) and for the Philippines (48,150,431 pieces in 1903). In a room upstairs is a *Collection of American and other Coins*. The most interesting are the *Selections* in the central case, including the 'Widow's Mite' (No. 3116), found among the ruins of the Temple at Jerusalem. — To the E. of Broad St., at the N.W. corner of Spring Garden St. and 13th St., is the *Philadelphia Normal School for Girls*. — The *Assembly Hall of the German Society of Pennsylvania*, farther to the E., at the corner of Marshall St., is said to contain the best German library in America (50,000 vols.).

A little farther on are the *Boys' Central High School* (Pl. F, 5; left), an unusually large and handsome structure, and the *Synagogue Rodef Shalom* (r.), in a Moorish style.

Fairmount Avenue (Pl. D-H, 4), 1 M. from the City Hall, leads to the left to (1/2 M.) the *Eastern Penitentiary (Pl. E, 4), a large and well-managed prison (1100-1200 inmates), rendered widely known by a somewhat sensational passage in *Dickens's* 'American Notes' (adm. by ticket from one of the Board of Inspectors). The penitentiary, which covers 11 acres of ground, is built on the radiating plan, and is conducted on the so-called 'individual' system, in which an attempt is made by discriminating treatment to bring about a reform of the criminals. There is about 1 warder to 30 prisoners (1 to 10 in similar English prisons); and most European visitors will be struck with what may seem the unreasonable comforts of the cells (many containing pictures, flowers, birds, etc.), the abundant rations, and the large amount of liberty granted to the prisoners. Knitting, carpentry, and the making of cigars, brushes, etc., are actively carried on. Dickens's criminal served 12 sentences in the penitentiary and was finally, at his own request, brought here to die. — *Girard College* (see below) lies about 1/2 M. to the N.

Farther up Broad St. are numerous handsome private houses, churches, and other edifices. At the N.W. corner of Broad St. and Girard Ave. (see below) is the handsome *Widener Mansion* (Pl. F, 3, 4), recently presented to the city and used as a branch of the Free Library (p. 266). Beyond Master St., to the left (No. 1424), is the elaborate home of the *Mercantile Club* (Pl. F, 3; p. 260), and beyond Oxford St., on the same side, is the *Century Wheelmen Club* (Pl. F, 3). The *Grace Baptist Temple* (Pl. F, 2) has accommodation for 6000 worshippers. Opposite is the entrance to *Monument Cemetery* (Pl. F, 2), and 3/4 M. farther out are the *Base Ball Grounds* (Pl. F, 1). Beyond this Broad St. runs out to *Germantown* (p. 275), 6 M. from the City Hall.

Near Monument Cemetery (see above), at the corner of 18th St. and Diamond St., is the *South Memorial Church of the Advocate (Pl. E, 2), a successful essay by Mr. Burns (1897) in the French Gothic style of which Amiens Cathedral presents the best illustration. It is 165 ft. long, 105 ft. wide (at the transept), and 106 ft. high. The flèche over the crossing is 165 ft. high. The interior is profusely adorned with carving, and has 65 stained-glass windows by Clayton & Bell. The vaulting is, unfortunately, of wood only, painted to resemble stone.

Girard Avenue (Pl. D-H, 4) runs to the W. from N. Broad St. to (1/2 M.) *Girard College (Pl. E, 3, 4), one of the richest and most notable philanthropic institutions in the United States, founded in

1831 by *Stephen Girard* (1750-1831), a native of France, for the education of poor white male orphans (adm. on previous application to the Director or Secretary or at the office of the Girard Estate, 12th St., to the N. of Chestnut St., but strangers sometimes admitted without this formality; no clergymen admitted). It now accommodates about 1600 boys, and the value of Mr. Girard's bequest of $2,000,000 has increased to about $16,000,000 (3,200,000*l.*).

The **Main Building* is a dignified structure in the Corinthian style by T. U. Walter, resembling the Madeleine at Paris. In the vestibule are a statue of Stephen Girard, by *Gevelot*, and his sarcophagus; and a room on the groundfloor contains several relics of him. The other buildings, about a dozen in all, include school-rooms, dormitories, dining-halls (one for 1200 boys), a swimming-bath, a technical institute, and a chapel. The services in the last are conducted by laymen, as Mr. Girard's will forbids the presence of a clergyman within the college enclosure. The *Grounds*, which are 41 acres in extent, are lighted by seven electric masts, 125 ft. high, and contain a monument to former pupils who fell in the Civil War.

Opposite Girard College are the *Mary J. Drexel Home* and the *German Hospital* (Pl. E, 4). To the N. of Girard College are the *Women's Medical College* and *Hospital*. — In Stiles St., to the E., between 17th and 18th Sts., are the large *Church of the Gesù* and various Rom. Catholic institutions.

South Broad Street (Pl. F, G-8) leads to the S. from City Hall Square. Its intersection with Chestnut St., just to the S. of the City Hall, is environed with tall office-buildings (comp. pp. 263, 266). — To the right is the annex of the *Land Title Building* (p. 266, 319 ft. high) extending to Sansom St. Opposite (left), adjoining the Real Estate Trust Co. (p. 263), is the *North American Building* (Pl. F, 6; 20 stories), named after the newspaper which occupies the upper five floors (fine view from the roof; free pass obtained on the 16th floor). Also to the right, at the opposite corner of Sansom St., stands the substantial building of the **Union League Club* (Pl. F, 6), the chief Republican club of Pennsylvania (1950 members). On the same side is the large *Bellevue-Stratford Hotel* (p. 259). Farther on, to the right, is the **Art Club* (Pl. F, 6), in the Renaissance style, in which exhibitions of paintings, concerts, and public lectures are held. At Locust St., to the right, is the *Academy of Music* (p. 260), while to the left are the *Hotel Walton* (p. 259) and the *Broad Street Theatre* (p. 260). Lower down, to the right, are the *Horticultural Hall* (flower-shows) and the *Beth-Eden Baptist Church*. At the corner of Pine St. (r.) is the **Pennsylvania School of Industrial Art* (Pl. F, 7), incorporated in 1876, with a special view to the development of the art-industries of Pennsylvania, and now attended by 300 students. One of its most characteristic features is the Department of Weaving and Textile Design. The Industrial Museum Hall (p. 274) is connected with this excellent institution. — Below Pine St., Broad St. contains few buildings of importance. The visitor, however, should go as far as the **Ridgway Library* (Pl. F, 8; open 9-5), which stands to the left, between Christian and Carpenter Sts., nearly 1 M. from

the City Hall. This handsome building was erected, with a legacy of $ 1,500,000 left by Dr. Rush in 1869, as a branch of the Philadelphia Library (p. 266), and contains 120,000 vols., some interesting relics, and many rare books. — Broad St. ends, 4 M. from the City Hall, at *League Island Park*, 300 acres in extent. *League Island* itself, in the Delaware, contains a *U. S. Navy Yard*, among the chief objects of interest in which are the U. S. ram 'Katahdin', some monitors used in the Civil War, and a fortyton crane.

Market Street (Pl. A-H, 6), the chief wholesale business-thoroughfare of the city, contains little of interest to the visitor. A little to the E. of City Hall Sq. it passes the **Philadelphia & Reading Railway Station** (Pl. F, 6), a tall Renaissance building, with a train-shed little smaller than that of the Penna. R. R. (p. 262). The department store of *Gimbel Brothers* (Pl. G, 6), on the S. side of the street, between 8th and 9th Sts., is one of the largest in the world. The *Penn National Bank* (Pl. G, 6), at the corner of S. 7th St., occupies the site of the house in which Jefferson wrote the Declaration of Independence. The street ends at the Delaware, in a busy quarter of wharves, railway-stations, etc.

In N. Second St., a block above Market St., is **Christ Church** (Pl. H, 6; Epis.), erected in 1727-37, in the style of St. Martin's in the Fields, London, on the site of an older church of 1695, and attended by the Royal officers and early officials of the American Republic.

No. 239, Arch Street (Pl. E-H, 6), a little to the N., between 2nd and 3rd Sts., is the *House* in which the first American flag (13 stars and 13 stripes) was made by Betsy Ross (Mrs. John Ross) in 1777. Its was purchased by a patriotic society in 1898 for preservation as a national monument (open free, 9-5). — At 5th St. is the *Christ Church Burial Ground* (Pl. G, 6), with many interesting tombs. A railed opening in the wall (in Arch St.) shows the flat tombstone of *Benjamin Franklin* (1746-90) and his wife. Opposite, at the S.W. corner of 5th St., is the building which was originally the meeting-house of the Free Quakers, referred to in Dr. Weir Mitchell's 'Hugh Wynne', with a tablet in the gable stating that it was built in the year 8 'of the Empire'. The **Church of the Evangelists*, Catharine St. No 77, near 7th St. (Pl. G, 7), is built in the Basilica style, and has an interior elaborately decorated in the early Italian style. Over the door (inside) is a painting of Charles I. of England. The neighbourhood is largely occupied by Italians.

One of the most interesting historical buildings in Philadelphia is the **Old Swedes' Church** or *Church of the Gloria Dei* (Pl. H, 8; reached by 2nd St. tramway), in Swanson St., near the Delaware end of Christian St., erected in 1700, on the site of an old wooden church of 1646 (comp. p. 261). The descendants and successors of the Swedish founders ultimately joined the American Episcopal Church in a body, and the services have long been carried on in the English language (interesting tombstones). Adjacent is the *Cooper's Shop* where the ladies of Philadelphia provided meals for the troops passing S. during the war. In the neighbourhood is the huge *Spreckels Sugar Refinery*. — At *Shackamaxon*, in Beach St., is the small **Penn Treaty**

Park (Pl. H, 4), supposed to occupy the spot where Penn made his treaty with the Indians in 1682, under an elm that has long since vanished (a compact, in the words of Voltaire, 'never sworo to and never broken'). The island in the river here is known as *Treaty Island.* — A little farther to the N., at the foot of Ball St., are *Cramp's Ship Building Yards* (Pl. I, 3), one of the chief American yards for the building of iron and steel ships (U. S. war-vessels, etc.; pass necessary for visitors).

West Philadelphia, the extension of the city beyond the Schuylkill, contains many of the chief residence-streets and several public buildings and charitable institutions.

The ***University of Pennsylvania** (Pl. C, D, 6, 7), founded in 1740, and removed to West Philadelphia in 1872, occupies a group of about thirty buildings scattered over an area of 60 acres bounded by Woodland Ave., Cleveland Ave., Pine St., and 32nd St. (reached by Market St., Walnut St., or South St. cars). It is now attended by nearly 2700 students.

The *College Hall* (Pl. 2; C, 7), or main building, stands facing Woodland Ave., between 34th and 35th Sts. The *Library* (Pl. 8; C, 6, 7), opened in 1890, is excellently arranged. It contains 220,000 vols. and numerous interesting relics, and is open to the public. — The *Medical School* (Pl. 9, 10; C, 7), *Dental School*, and *Law School* (Pl. 7; C 6), are all provided with spacious and well-equipped buildings. — *Houston Hall*, behind College Hall, is the social centre of the University student life. — The *Wistar Institute of Anatomy & Biology* (Pl. 1; C, 7), the *Morgan Laboratory of Physics*, the *Harrison Laboratory of Chemistry* (Pl. 6; D, 7), the **Gymnasium* (Pl. 5; D, 7), and the *Dormitories* (Pl. 3; C, 7) may also be mentioned. — *Franklin Field*, adjoining 33rd St., is the athletic ground of the University and contains a large stadium (Pl. D, 7).

The ***Free Museum of Science and Art** (Pl. 11; D, 7; open free, 10-5, Sun. 2-6) occupies a tasteful building in Spruce St., owing part of its inspiration to the Certosa di Pavia, and is divided into five sections. Its value is largely due to the fact that many of its contents were found by expeditions organized by the University itself, thus placing their provenance beyond doubt. — The *American Section* includes objects from cliff-dwellings, mound pottery, and objects from existing Indian tribes. — A main feature of the *General Ethnological Section* is the collection from Borneo. — The **Babylonian Section*, probably inferior only to those of the British Museum and the Louvre, chiefly consists of objects found by Professor Hilprecht in excavations at Nippur in Central Babylonia. Every period of Babylonian history, from B.C. 4500 to 700 A.D., is represented by inscriptions. — The *Egyptian & Mediterranean Section*, including many Etruscan antiquities, will also well repay the specialist. — The *Glyptic Section* consists of a valuable collection of engraved gems presented by Professor Maxwell Sommerville. In connection with it is a highly interesting reproduction of a Buddhist temple, also presented by Prof. Sommerville.

To the S. of the University are the large *Blockley Almshouses* (Pl. C, 7), the *Philadelphia Hospital*, and the new buildings of the *Philadelphia Commercial Museum* (Pl. C, D, 7; comp. p. 265). — A little to the N.E., at the corner of Chestnut St. and 32nd St., is the ***Drexel Institute** (Pl. D, 6), founded by A. J. Drexel at a cost of $3,000,000 and opened in 1891. Visitors are admitted (9-6).

The chief object of the institution is 'the extension and improvement of industrial education as a means of opening better and wider avenues of employment to young men and women.' It also provides free lectures, classical concerts, and evening classes and contains a free library and a museum. The latter includes collections of wood and metal work, cera-

mics, embroideries, and textiles. In the E. wing is a picture-gallery, opened in 1903 and containing a collection of paintings bequeathed by Mr. J. D. Lankenau, including examples of *Achenbach, Corot, Diaz, Daubigny, Ziem, Calame, Van Marcke* etc. The library contains a fine *°collection of Rare Prints, MSS., and Autographs*, presented by Mr. G. W. Childs (incl. MSS. of Thackeray's lecture on George III., and Dickens's 'Our Mutual Friend', a vol. containing autograph-letters of every President of the United States, MSS. of Hood and Leigh Hunt, etc.). The Institute is attended by 2000 students.

To the N. of Market St., between 42nd St. and 49th St., is the enormous **Pennsylvania Insane Asylum** (*Kirkbride's Hospital;* Pl. A, B, 6), situated in large grounds (no adm. on Sat. or Sun.). — The *U. S. Naval Asylum* (Pl. D, 7) accommodates 150 old sailors. A little to the S. is the *Schuylkill Arsenal* (Pl. D, 8), now devoted to the manufacture of army clothing.

On the W. bank of the Schuylkill, a little below the B. & O. R. R. bridge, lies ***Bartram's Garden** or **Park** (beyond Pl. B, 8), which may be reached by the Woodland Ave. trolley-line, passing within 1/3 M., or by train from the B. & O. station to *Eastwick's*. This park, 27 acres in extent, was part of the farm of the botanist *John Bartram* (1699-1771) and is interesting as the cradle of scientific botany in America, though, owing to a century's neglect, its collections are now rather picturesque than important. Bartram's house, built in 1731, is also quaint and interesting.

About 1½ M. to the S. of Bartram Park, between the Schuylkill and the Delaware, lies **Girard Park,** a small public park containing the house of Stephen Girard (p. 270). It may be reached by tramways running S. to Passyunk Ave. and thence by tramway to 21st St.

Philadelphia prides herself on few things more than on ***Fairmount Park** (Pl. A-D, 1-5), one of the largest city parks in the world, which covers an area of 3340 acres (Prater 4270, Richmond 2250). The park proper extends along both banks of the Schuylkill for about 4 M., and the narrow strip along the Wissahickon (p. 274), 11 M. long, is also included in the park limits. Its natural beauties are considerable, but comparatively little has been done to it by art. Several statues have been erected.

The principal entrances (2-3 M. from City Hall) are at the end of *Green St.* (Pl. D, 5), which is to be connected with the City Hall (p. 262) by the wide Park Boulevard, and of *Girard Ave.* (Pl. C, D, 4). The 'Park Trolley' (5 c.) affords a convenient means of obtaining a general view of the park.

Entering by the Green St. Gate, we have to our left the original *Fair Mount* from which the park takes its name. Close by (right) is the *° Washington Memorial* (40 ft. high), by Rudolf Siemering of Berlin, erected in 1897. It consists of a platform bearing an equestrian statue of George Washington, with allegorical fountain-groups at the corners, representing the rivers Delaware, Hudson, Potomac, and Mississippi. The pedestal is also adorned with allegorical groups and medallions. On the top of the hill (°View) is a huge *Reservoir*, to which the river-water is pumped up by the adjoining *Water Works* (Pl. D, 5). A little farther on we cross a plaza, with a statue of *Abraham Lincoln*, beyond which is *Lemon Hill* (Pl. D, 4), crowned by a restaurant occupying the site of the house of Robert Morris. At the foot of the hill, on the bank of the Schuylkill, are several picturesque boathouses belonging to different clubs. To the right is a reproduction of *Thom's* statues of Tam O'Shanter and Souter Johnny at Ayr (see *Baedeker's*

Great Britain). On reaching the handsome GIRARD BRIDGE (Pl. C, 4), one of the widest in the world (120 ft.), near the end of which are *Statues of Humboldt* and *Joan of Arc*, we cross it to the larger portion of the park on the W. bank of the river. To the left we see the *Zoological Garden* (p. 275). Following the *Lansdowne Drive*, we pass (to the left) the *Penn House*, the old home of William Penn, transferred hither from Letitia St., near Market and Second Sts. A little farther on we pass the *Stone Age Group* (by J. J. Boyle), bend round to the left, and pass through the *Smith Memorial Entrance* (Pl. B, 4), a structure of white granite, with bronze statuary, designed by J. H. Windrim and erected to officers of the Civil War with a bequest of $ 500,000 from the late Richard Smith. Beyond this we reach *Memorial Hall (Pl. B, 3), built as part of the Centennial Exhibition of 1876, at a cost of $ 1,500,000 (300,000 *l.*) and now containing a permanent collection of art and industry (*Pennsylvania Museum of Industrial Art*; open from 9.30, on Mon. from 12, on Sun. from 1, to ½ hr. before sunset; about 600,000 visitors annually). In front of the building are two colossal winged steeds in bronze. The collections include paintings, sculptures, casts, stoneware, majolica, pottery, metal work, ivory carvings, electroplate reproductions, tapestry, furniture, models, Japanese work, objects from British India, embroideries, etc. The **Wilstach Collection of Paintings* (catalogue 25 c.), for which a special building is to be erected, is at present accommodated in Memorial Hall. It includes examples of Achenbach, Breton, Bonington, Rosa Bonheur, Jan Both, Bronzino, Meyer von Bremen, Canaletto, Chase, Cabanel, Clays, Corot, Pieter Codde, Constable, Courbet, Daubigny, Dupré, Diaz, Fromentin, Houdecoeter, Guido Reni, Inness, Moroni, Meissonier, Gérôme, Lessing, Leys, Gabriel Max, Munkacsy, Murillo, Palamedes, Harrison ('Le Grand Miroir'), Rousseau, Rubens, Ruysdael, Snyders, Troyon, Lhermitte, Teniers, Jan Steen, Tintoretto, Van Marcke, Van der Neer, Rico, Tiepolo, Weenix, Vollon, Zamacois, Schreyer, Whistler, Van Dyck, Van Goyen, Verboeckhoven, Bastien-Lepage, Delacroix, Gainsborough, Raeburn, Ziem, and many other modern masters, mainly French or American. The sculptures include works by Powers, Barye, and Rinehart (bust of Wm. P. Wilstach). The absence of seats makes a visit to Memorial Hall somewhat fatiguing. — Among the monuments near Memorial Hall are *Statues of Goethe*, *Schiller*, and *Gen. Meade*. A little to the N. is the large **Horticultural Hall* (Pl. A, 3), another survival of the Centennial, finely situated above the Schuylkill and containing an admirable collection of tropical flora. In the vicinity are the picturesque *St. George's House* (the English building) and a few other Centennial buildings. [Those who wish may now return to the city by tramway from Elm Avenue, a little to the S. of Memorial Hall; Pl. A, B, 4.] A little to the W. of the Horticultural Hall is an allegorical *Fountain*, which lies at the base of *George's Hill* (*View). About ¼ M. to the N. of this hill is the old *Belmont Mansion* (now a restaurant), and about 1¼ M. farther on we reach *Chamounix* and the N. boundary of the W. Park. The bridge here crosses the river to the village of *Schuylkill Falls*.

By turning to the right on the E. bank, we may follow the river-drive through the E. Park back to (3½ M.) the Green St. entrance (see p. 273). In this case we skirt **Laurel Hill Cemetery* (Pl. C, 1; entrances in Ridge Ave.), which here occupies the high bank of the river, containing many handsome monuments and affording fine views. Near the main entrance is a group, by *Thom*, of Old Mortality and Sir Walter Scott. Among the statues is one of *Harry Wright* (d. 1895), the 'Father of Base Ball'. In the park, to the S. of the cemetery, is the equestrian statue of *The Medicine Man* (Pl. C, 2), by C. E. Dallin, erected in 1901. Not far off is the **Statue of General Grant* (Pl. B, C, 3), by Dan. C. French and Potter (1899).

By turning to the left on crossing to Schuylkill Falls (not far from which, in Clearfield St., is the small but beautiful Gothic *Church of St. James the Less*, with its churchyard, the burial-place of many of the principal Philadelphia families), we may follow the **Wissahickon Drive*, which ascends the romantic valley of the *Wissahickon Creek*, an Alpine gorge in miniature, with sides 200-300 ft. high, to (6 M.) *Chestnut Hill*, affording a scene of singular loveliness to be included within the limits

of a city. The gorge is crossed by several bridges, including the lofty viaduct of the Reading Railway (70 ft. high), near the entrance. Near the summit of the gorge (to the right) is a *Statue of William Penn*, inscribed 'Toleration'. Along the stream (on both banks) are several inns, frequented in summer for 'catfish and waffles'. Four-horse coaches usually ply along the Wissahickon Drive in summer. Two new approaches are *Houston's Ramble*, which is to be continued to Germantown by the *Lincoln Drive*, and the *Cresheim Valley Road*, between Chestnut Hill and Germantown.

The ***Zoological Garden** (Pl. C, 4), to the S. of West Fairmount Park, is one of the best collections of the kind in America (adm. 25 c., children 10 c.). It occupies a tract of ground once owned by John Penn, grandson of William Penn, and contains his house, the *Solitude* (1785). The garden may be reached by train from Broad St. or by tramway (25th St. or Girard Ave.). Near Wayne Junction (see below) is *Stenton Park* (14 acres), with the old *Logan Mansion* (18th cent.).

Among other popular resorts of the Philadelphians are *Gloucester* (ferry, see p. 260), visited for its 'planked shad'; *Washington Park*, near Gloucester, with a long pier, a theatre, etc.; *Lincoln Park*, on the Delaware, some miles below the city; and *Willow Grove*, with good music and other attractions, 15 M. to the N.E. of the city by the Reading R. R.

Camden City (*West Jersey Ho.*, $2), an industrial and commercial city with (1900) 75,935 inhab., lies on the left bank of the Delaware, opposite Philadelphia (see Pl. I, 5-8; ferries, see p. 260). It was long the residence of the poet, *Walt Whitman* (1819-92). — It is the terminus of the *West Jersey* and the *Philadelphia & Atlantic Railways* (comp. pp. 259, 280).

From Philadelphia to Germantown and Chestnut Hill, 11 M., railway from the Reading Terminal Station in 30-40 minutes. — Beyond (5 M.) *Wayne Junction* (p. 259) the line turns to the N.W. and traverses *Germantown, the principal residential suburb of Philadelphia, stopping at several stations, of which (7 M.) *Chelten Avenue* is, perhaps, the nearest to the best parts of the district. Germantown is very prettily laid out, with fine trees and gardens, and contains some interesting old houses. The battle of Germantown, in which Washington was defeated by Lord Howe, was fought on Oct. 4th, 1777. The old *Chew House* (with marks of cannon-balls), the *Johnson House*, the quaint old *Mermaid Inn*, and the picturesque *Wakefield Mills* are interesting relics. The *Church of St. Michael* contains a fine stained-glass window (after Guido Reni). Germantown is also reached by the Pennsylvania R. R. and by tramway. — 9 M. *Mt. Pleasant*; 9⅓ M. *Mt. Airy*; 10 M. *Wyndmoor*. — 11 M. *Chestnut Hill*, another pleasant residence suburb.

From Philadelphia to West Chester, 27 M., railway from Broad St. Station in 1-1½ hr. This line crosses the Schuylkill, runs to the S. along its W. bank, turns to the right beyond *Woodland Cemetery*, and runs towards the S.W. through a pleasant district. — 11 M. *Swarthmore*, the seat of *Swarthmore College* (right), an important Hicksite Quaker establishment, attended by 200 male and female students. *West House*, now occupied by one of the professors, was the birthplace of *Benjamin West* (1738-1820). — 14 M. *Media* (370 ft.), a pleasant little town (3075 inhab.) in a pretty hilly district, much affected by Philadelphians as a residence. — 16 M. *Williamson*, the site of the *Williamson Free School of Mechanical Trades*, founded in 1848 by Mr. I. V. Williamson at an expense of $2,125,000 (425,000*l.*). It stands in pretty grounds of 200 acres (permission to visit obtained at 119 S. 4th S., Philadelphia). — 27 M. *West Chester*, a town with 9524 inhabitants.

Other attractive points within easy access of Philadelphia are *Bryn Mawr* (p. 287), *Mauch Chunk* (p. 282), *Long Branch* (p. 277), *Cape May* (p. 281), and *Atlantic City* (p. 280).

From Philadelphia to *Reading*, see R. 35; to *Baltimore*, see R. 40; to *New York*, see R. 31; to *Buffalo*, see R. 34; to *Pittsburg*, see R. 37; to *Erie*, see R. 36.

33. Summer and Winter Resorts of New Jersey.

a. From New York to Long Branch and Point Pleasant by Rail.

60 M. New York and Long Branch Railroad in 2-3 hrs. (fare to *Long Branch* $1, to *Point Pleasant* $1.31; return-fares $1.50 and $2.05). Tickets by this route are also available by the Sandy Hook route (p. 277). — Passengers start in Jersey City, either from the *Pennsylvania R. R. Station* (p. 8; ferries from 23rd, Desbrosses, and Cortlandt Sts.) or from the *Central R. R. of New Jersey Station* (p. 8; ferries from Liberty and Rector Sts.).

The *Central R.R. of New Jersey* branch crosses *Newark Bay* to (10 M.) *Elizabethport* (p. 258) and then runs to the S. to (22 M.) *Perth Amboy* (17,700 inhab.), where it is joined by the *Penna. R. R.* train, coming via *Rahway*. We then cross the *Raritan River* to (24 M.) *South Amboy*. 29 M. *Matawan*, for lines to *Freehold* (p. 279) and to *Keyport* and *Atlantic Highlands*. — 39 M. **Red Bank** (*Globe*, $2), on the estuary of the *Navesink* (view to the right), is a yachting and ice-yachting resort and the junction of the New Jersey Southern R. R. (for *Atlantic Highlands*, etc.). Farther on we cross the *Shrewsbury River*. — 44 M. *Branchport*.

45 M. **Long Branch**, see p. 277. The two following stations, *Hollywood & West End* (46 M.) and *Elberon* (47 M.) are practically parts of Long Branch and are described with it at p. 278.

The line now skirts the shore, affording good views of the ocean to the left. — 49 M. *Deal Beach* (Hathaway Inn, $3-5, well spoken of). — 51 M. *Asbury Park & Ocean Grove*.

Asbury Park (*Coleman Ho.*, *Brunswick*, from $4; *West End*, *Columbia*, *Ocean Ho.*, $3-4; *Plaza*, $2½-4, and many others; boarding-houses), a prosperous town with at least 50,000 annual visitors, is largely frequented by those who object to the religious management of Ocean Grove (see below), but appreciate the 'no licence' policy of its sister-town. It has a good beach, skirted by a plank-walk 1 M. in length, and is divided from *N. Asbury* on the N. by *Sunset Lake* and from Ocean Grove by the narrow *Wesley Lake*.

Ocean Grove (*Sheldon*, $3-4; *Arlington*, $2½-3; *La Pierre*, $3; *Atlantic*, $2-3; many other hotels and boarding-houses), a seaside-resort established in 1870 by an Association of the Methodist Episcopal Church and now frequented yearly by 20-25,000 people.

This extraordinary settlement, possible only in America, in which many thousands of persons, young and old, voluntarily elect to spend their summer vacations under a religious autocracy, which is severe both in its positive and negative regulations, is curious enough to repay a short visit. It is bounded by the sea on the E., by lakes on the N. and S., and by a high fence on the W.; and its gates are closed at 10 p.m. daily and all day on Sunday. The drinking of alcoholic beverages and the sale of tobacco are strictly prohibited, and no theatrical performances of any kind are allowed. No bathing, riding, or driving is permitted on Sunday. Innumerable religious meetings of all kinds are held daily, the chief place of assemblage being a huge *Auditorium*, which can hold 10,000 people. The annual *Camp Meeting* is the great event of the season. Near the Auditorium is a large *Model of Jerusalem*. One section of the place consists solely of tents. The excellent bathing beach is skirted by a plank-walk, ¾ M. long.

We now pass the small seaside-resorts of *Avon*, *Delmar*, *Como*, and *Spring Lake*. 57 M. *Sea Girt* (see below) is the site of the annual summer-camp of the New Jersey National Guard.

60 M. **Point Pleasant** (*Carrollton*, *Leighton*, $3; *Resort Ho.*, $2½-3; *Stratford*, $2½), a frequented watering-place, forming the terminus of the *New York & Long Branch Railroad*.

Beyond this point we may go by the *Pennsylvania Railroad* to *Bay Head*, *Seaside Park*, and other points on *Barnegat Bay* (p. 278).

b. From New York to Long Branch viâ Atlantic Highlands and Sandy Hook.

32 M. Steamer from *Rector St.* (Pl. A, 2, 3) to (21 M.) *Atlantic Highlands* in 1¼ hr.; Railway thence to (11 M.) *Long Branch* in ½ hr. (through-fare $1). — This is the pleasantest route to Long Branch in fine weather.

The steamer affords an excellent view of *New York Harbour* (comp. p. 28) and lands at (21 M.) **Atlantic Highlands** (*Lockwood Ho.*, $2½), a modern watering-place with 1383 inhab., at the base of the *Navesink Highlands* (200-300 ft.), often the first land seen on approaching New York by ocean steamer. — 24 M. *Highland Beach* (Swift Ho., $3-4), a small bathing-place, on the narrow strip of sand connecting *Sandy Hook* (p. 2) with the mainland. Adjacent is the *Navesink Lighthouse* (250 ft.), with two castellated towers, the light of which is visible for 40 M. Farther on life-saving stations occur at frequent intervals, as vessels mistaking the entrance to New York harbour in foggy weather are often wrecked on this coast. 25½ M. *Normandie-by-the-Sea* (*Hotel, $4-5).

26½ M. **Sea Bright** (*Octagon*, *Rutherford Arms*, $4; *Sea Bright Ho.*, $3½-4; *Peninsula Ho.*, $3½), one of the liveliest resorts on the coast, with golf, polo, cricket, and lawn-tennis clubs. The numerous ice-houses show that fishing is extensively carried on here. — 28 M. *Galilee*, a quaint fishing-village. — 29 M. *Monmouth Beach*, a group of private cottages, with a club-house and a casino; 30 M. *North Long Branch*; 31 M. *East Long Branch*, the station for *Pleasure Bay* (Avenel, $3).

32 M. *Long Branch*, see below.

c. From Philadelphia to Long Branch.

91 M. Pennsylvania Railroad in 2½-4¾ hrs. (fare $2.25).

From Philadelphia to (49 M.) *Monmouth Junction*, see R. 31. The Long Branch line here diverges to the right. 66 M. *Freehold*, with a monument commemorating the battle of Monmouth (1778); 74 M. *Farmingdale* (p. 279); 82 M. *Sea Girt* (see above); 88 M. *Asbury Park* (p. 276); 94 M. *Long Branch* (see below).

Local trains also run from the West Jersey R. R. Station in Camden (p. 275) to (82 M.) *Long Branch*, viâ *Whitings* (p. 279) and *Tom's River* (p. 279).

Long Branch. — There are railway-stations at *Long Branch* proper, for the old village, the pier, and the E. end (omn. to the best hotels 50 c.); at *West End & Hollywood*, near the best hotels; and at *Elberon*, the fashionable cottage part of Long Branch. The trains stop at all these stations.

Hotels. 'Hollywood, finely situated among trees, near the Hollywood station and 1/2 M. from the sea, one of the most luxurious and expensive hotels in America, with excellent cuisine, R. from $ 5 a day, food *à la carte*, open all the year. — West End, a huge caravanserai on the sea, Howland, Scarboro, $ 4; these nearest West End Station. — Elberon, at Elberon. — Ocean Hotel; Brighton, from $ 3½; Atlantic; Pannacci, $ 3; these near the pier and E. end. — Numerous *Boarding Houses*, $ 10-15 per week. — Cottages (*i.e.* villas) $ 400-4000 for the season.

Bathing. Hours for bathing announced by the hoisting of a white flag at the hotels (not hoisted in dangerous weather).

Long Branch, one of the most popular watering-places in the United States (50,000 summer-guests) and also one of the most fashionable, in the sense in which the word is used by those who 'fondly imagine that lavish display of wealth is evidence of high social position' (Kobbe), takes its name from the 'long branch' of the *Shrewsbury River*. Permanent population (1900) 8872. The original village lies about 1 M. inland, but the modern watering place occupies a bluff, which here faces the sea, at a height of 20-35 ft. above the beautiful sandy beach. Along the edge of the bluff, which is being gradually worn away by the action of the sea in spite of the protection of strong bulkheads, runs the *Ocean Avenue, a wide road 5 M. long, which presents a scene of wonderful animation on summer afternoons and evenings, being crowded with vehicles of every description. The *Iron Pier* at the E. end of the Avenue was recently washed away, but has been replaced by a much finer one. Most of the hotels (see above) face the Avenue, which turns slightly inland beyond the West End Hotel and is thenceforward bordered with houses on both sides. The finest villas are at *Elberon*, but being mostly of timber hardly vie with the Newport cottages (see p. 89). Among the most interesting are that which was General Grant's summer-home for 16 years and the reddish brown house (Franklyn Cottage), a little to the W. of the Elberon Hotel, in which President Garfield died in 1881. The leading show-place of Long Branch is *Hollywood*, the estate of the late Mr. John Hoey (d. 1892), a little inland from the West End Hotel, the somewhat meretricious attractions of which, however, scarcely satisfy a fastidious taste. The flower-gardens and conservatories (open to visitors) are fine. The annual show of the *Monmouth County Horse Show Association* takes place in these grounds and attracts thousands of visitors. A *Grand Carnival* and *Lawn Tennis Tournament* are held at Long Branch in August.

Many pleasant drives may be made, the favourite being the Beach Drive between Highlands (p. 277) and Bay Head (p. 277; 20 M.), of which Ocean Avenue is a part. — *Eatontown* (p. 279), 4 M. inland, is visited for its picturesque old mill. Farther on are *Shrewsbury* and the *Tinton Falls* (p. 279).

d. Barnegat Bay.

Barnegat Bay, 27 M. long and 1-4 M. wide, extends from Point Pleasant (p. 277) to a point a little to the N. of Atlantic City (p. 280). It is more like a lake than a bay, being separated from the ocean by two long strips of sandy beach, and entered by a narrow inlet

between them. The bay is a great resort of sportsmen, affording excellent fishing and wild-fowl shooting. Among the places chiefly resorted to are *Mantoloking* (Albertson, $2-3), *Seaside Park* (Seaside Park Ho., $2^1/_2$; Manhasset, $2-2^1/_2$), *Barnegat City* (Oceanic Ho., $2^1/_2$), and *Beach Haven* (Engleside, Baldwin, $3-4), on the island-strips; and *Forked River* (Lafayette Ho., $2), *Tom's River* (Riverside, Ocean, $2), *Waretown* (Bayview, $2^1/_2$), and *Barnegat* (Clarence, $2), on or near the mainland coast. The last are the special haunts of sportsmen. All these places are reached by the Penna. or Central New Jersey R. R.

e. From New York to Lakewood and Atlantic City.

137 M. Central Railroad of New Jersey to ($59^1/_2$ M.) *Lakewood* in $1^1/_2$-$2^3/_4$ hrs. (fare $1.45); to (137 M.) *Atlantic City* in $3-6^1/_4$ hrs. (fare $3.25). — The train starts from *Jersey City* (see p. 8; ferry from Liberty St.).

From *Jersey City* to (39 M.) *Red Bank*, see R. 33a. Our line here diverges to the right from the line to Long Branch (p. 277). — 41 M. *Shrewsbury*, a small town dating from 1665, with some old buildings. About $2^1/_2$ M. to the S. are *Tinton Falls*. — At (43 M.) *Eatontown* we enter the *Jersey Pine Plains*, a stretch of forests, broken only by the settlements along the railway. The district has lately been coming into reputation on account of the health-giving odour of the pines. — At (52 M.) *Farmingdale* we cross the line from *Freehold* to *Sea Girt* (p. 277).

$59^1/_2$ M. **Lakewood** (**Laurel House*, **Laurel in the Pines*, belonging to the same proprietors, with 700 beds, from $4; **Lakewood*, with 600 beds, $5; *Palmer House*, from $3), a pleasant little settlement in the heart of the pine woods, has recently become a frequented winter-resort (Oct.-May) on account of its sheltered situation and comparatively high temperature (10-12° warmer than in New York). It belongs to an association, which has laid out pleasant drives and walks through the woods, the most popular being that through the *Cathedral Pines*. The village is adjoined by two pretty little lakes, *Carasaljo* and *Manetta*. The *Lakewood Golf Links*, which witness many important matches, are laid out on the grounds of *Georgian Court*, the magnificent residence of Mr. George Gould.

67 M. *Lakehurst* (Pine Tree Inn, $3), the junction of a line to *Tom's River* (see above) and *Barnegat* (see above). At (73 M.) *Whitings* we cross the line from Philadelphia to Long Branch (see p. 277). — At ($105^1/_2$ M.) *Winslow Junction*, we reach the Penn. R. R. (Atlan. City Division). Hence to (137 M.) *Atlantic City*, see p. 280.

The line we have been following goes on to (122 M.) *Vineland* (Baker Ho., $2), a glass-making and fruit-growing town, with (1900) 4370 inhab.; 134 M. *Bridgeton*, also a glass-making town (13,913 inhab. in 1900); and (144 M.) *Bay Side*, on the N. bank of the estuary of the Delaware.

f. From Philadelphia to Atlantic City.

1. Reading Railroad (*'Atlantic City Line'*) from *Kaighn's Point*, *Camden* (ferry from Philadelphia, see p. 260), to (56 M.) *Atlantic City* in $1-1^1/_3$ hr. (fare $1). — 2. Pennsylvania R. R. (three routes): a. From Broad St. Station

viâ the Delaware River Bridge at *Frankford* (p. 258; 65 M.) in 1¼ hr. (fare $ 1). b. From Federal St. Station, Camden (ferry from Market St., Philadelphia, see p. 259) viâ *Haddonfield* (58 M.) in 1¼-2 hrs. (fare $ 1). c. From Federal St. Station (ferry as above) viâ *Newfield* (64 M.) in 2-2¾ hrs. (fare $ 1). The last two belong to the *West Jersey & Seashore Division* of the Penna. R. R.

Routes 1 and 2b (see above) follow practically the same route and touch many of the same stations. Both pass through *Winslow Junction* (p. 279), 24½ M. from Camden by the first route and 27 M. by the second. 39 M. (41 M.) *Egg Harbor*, with manufactures of native wine. — 56 M. (58 M.) *Atlantic City*, see below.

Route 2c runs farther to the S. 9 M. *Woodbury;* 30 M. *Newfield;* 59 M. *Pleasantville.* 64 M. *Atlantic City*, see below.

On the 'Bridge' route the trains follow the main New York line of the Penna. R. R. to (9 M.) *Frankford*, cross the Delaware to *Fisher's Point*, and join R. 2b at *Haddonfield* (6 M. from Camden).

Atlantic City. — **Hotels.** Marlborough, St. Charles, Garden, Chalfonte, Rudolf, Traymore, Brighton, Dennis, Haddon Hall, Isleworth, Windsor, Wiltshire, Loraine, Gladstone, Dunlop, Savoy, Royal Palace, Raleigh, Chelsea, Strand, Young's, Seaside, Shelburne, all from $ 3 or $ 4 up; Grand Atlantic, $ 2½-3½, R. from $ 1½; Pennhurst, $ 2½-3; and about 100 others, from $ 1½ up. Galen Hall, hotel and sanitarium, $ 2½-4. — *Boarding Houses*, $ 10-25 a week. — *Cottages* from $ 200 for the season.

Carriages from the railway-stations to the hotels, 1-2 pers. 50 c., each addit. pers. 25 c.; per hr. $ 1½. — One-horse *Coaches* ply to any point in the town for 10 c. each. — *Tramway* along Atlantic Ave.

Atlantic City, one of the foremost seaside-resorts of America, lies on *Absecon Island*, a small sand-strip, separated from the New Jersey Coast by 5 M. of sea and salt-meadows. It contains a permanent population of (1900) 27,838, which is increased fivefold to tenfold in summer, when it is more or less over-run by excursionists from Philadelphia. It is also frequented in spring and winter, when its clientèle is more select. The beach is one of the finest in America, and from 50,000 to 100,000 people have bathed here in one day (bath, with dress, 25 c.). It is bordered by a **Board Walk*, 40 ft. wide and 4 M. long, flanked on the landward side by shops and places of amusement of all kinds. This, the *Piers* (600-1000 ft. long; adm. 10 c.), and the *Brighton Casino* are the favourite haunts of visitors.

Among the favourite Excursions are the *Beach Drive*, 10 M.; to *South Atlantic City*, 5 M.; to (7 M.) *Longport* (Aberdeen, Devonshire, from $ 3), near the S. end of the island, by road or electric railway; from Longport across *Great Egg Harbor* by steamer to *Somers Point* or *Ocean City* (p. 281); to *Brigantine Beach* (Holland Ho., $ 4) and *Peter's Beach* (hotel), by steam-ferry and trolley; and to *Barnegat Bay* (p. 278). — *Absecon Lighthouse* (160 ft. high) is open to visitors, 9-12. — *Boating* and *Sailing* are carried on mainly in the *Inlet*, at the upper end of the island (sail-boat $ 5-10 per day; sailing excursions, 25 c. each). — *Fishing* and *Wild Fowl Shooting* are also popular. — The *Country Club*, near Pleasantville (see above), includes excellent golf-links, tennis courts, and a polo field among its attractions. It may be reached by electric car or by the famous bicycle track that runs all the way from Atlantic City to Philadelphia.

g. From Philadelphia to Cape May.

1. West Jersey & Seashore Railroad (Penna. System) from *Camden* (ferry from Philadelphia, see p. 260) to (81 M.) *Cape May City* in 1½-2½ hrs. (fare $ 1.75). — 2. Reading Railroad from *Kaighn's Point* (ferry, p. 261) to (78½ M.) *Cape May* in 1½-2½ hrs. (fare as above). — Steamers also ply in summer down *Delaware Bay* to Cape May (6 hrs.; return-fare $ 1).

The West Jersey R. R. route diverges to the right from the Atlantic City line at (30 M.) *Newfield* (p. 280). 34 M. *Vineland*, see p. 279. — From (61 M.) *Sea Isle Junction* a branch-line runs to (5 M.) *Sea Isle City* and (16 M.) *Ocean City* (see below). 81 M. *Cape May* (see below).

The Reading route runs viâ (24½ M.) *Winslow Junction* (p. 248) and then follows the Atlantic City R. R. 52 M. *Tuckahoe* is the junction of lines to (12 M.) *Sea Isle City* (Continental, $ 3; Tivoli, $ 2) and (13 M.) *Ocean City* (Ætna, from $ 2½; Brighton, Strand, Traymore, $ 2-2½), two popular sea-bathing resorts. — 67 M. *Cape May Court House.* — 78½ M. *Cape May* (see below).

Cape May. — **Hotels.** Lafayette, Stockton House (1000 beds), Windsor, Congress Hall (750 beds), Baltimore Inn, Elberon, all these $ 3-5; Star Villa, Aldine, Columbia, Chalfonte, Arlington, from $ 2 or $ 2½; and many others. — *Boarding Houses*, $ 5-20 a week.

Cape May City, at the extreme S. point of *Cape May*, the E. arm of *Delaware Bay*, a village with (1900) 2257 inhab., a popular sea-bathing resort of the Philadelphians and also frequented to some extent by Southerners and Westerners, is a somewhat more fashionable edition of Atlantic City (p. 280). Its beach, 5 M. long, is hard and smooth. The *Esplanade*, skirting the sea-front, is most thronged between 11 and 1 and between 5 and 8. Excursions may be made to *Cape May Point* (electric cars), *Cold Spring*, *Sewell's Point* (electric cars), along the beach, etc. The cape is named after a Dutch navigator, *Carolis Jacobsen Mey*, who visited Delaware Bay in 1623.

34. From Philadelphia to Buffalo.

a. Viâ Bethlehem and Mauch Chunk.

416 M. Philadelphia and Reading R. R. to (57 M.) *Bethlehem*, and Lehigh Valley R. R. thence to (359 M.) *Buffalo*. Through-trains in 11½ hrs. (fare $ 9.25; sleeper or parlor-car $ 2).

Philadelphia, see p. 259. The train traverses the N. part of the city and passes several suburban stations. 5 M. *Wayne Junction* (p. 259); 9½ M. *Elkins Park*, with the Ogontz Girls' School; 11 M. *Jenkintown* (Beechwood Inn, $ 3-5). Beyond (33 M.) *Sellersville* we penetrate the *Landis Hills* by a tunnel, ½ M. long.

57 M. **Bethlehem** (*Hôt. Wyandotte*, at S. Bethlehem, $ 2½-3; *Eagle*, $ 2½; *Sun*, a modernized relic of the 18th century, $ 2), a thriving town of 20,534 inhab. (incl. *South Bethlehem*), lies on the *Lehigh*, a small stream which joins the Delaware, 12 M. lower down. It is noted as the chief American centre of the Moravian Brothers, who

settled here under Count Zinzendorf in 1740-41. Many of the old Moravian schools and other buildings are still extant, and the town is an educational centre of some importance through these and more modern foundations (see 'History of Bethlehem', by *Bishop J. M. Levering;* 1904). *Lehigh University*, above the town, is attended by 600 students and ranks very high for its work in engineering, physics, chemistry, biology, and metallurgy. Its library contains 130,000 volumes. The chief industries are silk-weaving and the making of brass, zinc, steel, and iron. The Bethlehem Steel Co. employs 3500 men and makes a large quantity of armour-plate, shafts for marine engines, and heavy ordnance. Fountain Hill, on the S., and Market St., on the N., are the pleasantest residence-quarters. Electric tramways run to *Philadelphia*, *Easton* (12 M.; p. 247), etc.

The train now ascends the **Lehigh Valley*, with the tortuous stream to the right. Numerous iron-works are passed. 62 M. *Allentown* (Allen, $ 2½-3; American Ho., $ 2-2½), an iron and silk making town with 35,416 inhabitants. — 65 M. *Catasauqua;* 66 M. *Hokendauqua;* 67 M. *Coplay*, all with iron-works, blast-furnaces, and heaps of slag. The iron-works now disappear for a time and the scenery improves. 78 M. *Slatington* is the outlet for the most extensive slate-quarries in America. To the right is the bridge of the Lehigh and New England Railroad. About 2 M. farther on we penetrate the *Blue Mts.* by the **Lehigh Water Gap** *(Hotel Craig)*, in which two railways, the river, and a canal are compressed between perpendicular cliffs. Beyond this point the valley expands, and the iron-works soon re-appear. 87½ M. *Lehighton* is the station for *Weissport* (to the right), the seat of a settlement of Moravian Indians, brutally massacred by the whites in 1757. — At (89 M.) *Packerton* are the workshops of the Lehigh Valley R.R. and huge scales in which cars of coal are weighed while in motion. A little farther on the valley contracts and our line crosses to the N. bank of the river.

91 M. **Mauch Chunk** (530 ft.; *American*, $ 2-3), a small town with 4029 inhab., picturesquely situated on a rocky shelf on the brink of the river, in one of the narrowest parts of the valley, with mountains towering overhead, is visited annually by thousands of travellers. It has but two streets, one running along the river and the other extending at right angles to it up a cleft in the mountains; while the slope is so abrupt that the man who enters his front-door on the street-level may step into his back-yard from the second story window. The *Bear Mt.* (Indian, *Mauch Chunk*) from which it takes its name rises to a height of 700 ft. immediately above the town. Mauch Chunk lies in the midst of a rich coal-district, and an immense traffic in coals is carried on by the railways and canals.

The chief lion of Mauch Chunk is the **Switchback* or **Gravity Railroad*, originally built in 1827 to bring the coals out from the mines to the river, but now used by pleasure-seekers only (round trip in 1½ hr., fare 75 c.; omn. to foot of railway 25 c.). The train is first drawn by a powerful stationary engine to (½ M.) the top of *Mt. Pisgah* (1370 ft.; view), whence

it descends by gravity to (6½ M.) the foot of *Mt. Jefferson* (1530 ft.; *View). It is drawn up another inclined plane (gradient 1 : 4½) on this hill, and then runs on a level to (1 M.) *Summit Hill* (1485 ft.; Eagle Hotel, $ 2), a mining village with 2986 inhab., frequented by summer-visitors. One of the points of interest here is a *Burning Mine*, which has been smouldering for 70 years. The descent to *Upper Mauch Chunk*, near our starting-place, a distance of 9 M., is made by gravity in 25 minutes. — Good views are also obtained from *Prospect Rock* and *Flagstaff Peak* (1700 ft.).

Beyond Mauch Chunk the railway continues to follow the narrow winding gorge of the river. — 93 M. *Glen Onoko* (Hotel Wahnetah, $ 2½), a beautiful little glen, traversed by a stream forming a series of falls. It is much frequented by excursion-parties. — At (114 M.) *White Haven* (1140 ft.) we leave the river and ascend the mountains to the left. — 125 M. *Glen Summit* (1730 ft.; Hotel, $ 3-4, meal-station), on the watershed between the Delaware and the Susquehanna, commands a distant view of the main ridge of the Alleghenies (W.). We now descend rapidly into the **Wyoming Valley* (see below), a beautiful *View of which, with the *Susquehanna River*, is suddenly disclosed to the right.

145 M. **Wilkes-Barré** (550 ft.; *Hot. Sterling*, $ 2½-5; *Wyoming Ho.*, $ 2-4; *Exchange*, $ 2), the chief town in the Wyoming Valley, on the E. bank of the Susquehanna, contains 51,721 inhab., who owe their prosperity to the rich coal-mines of the district. It is connected by a bridge with *Kingston* (3846 inhab.) on the opposite bank.

The '**Valley of Wyoming** (a corruption of the Indian *Maughwauwama* or 'large plains'), the name given to this expansion of the Susquehanna Valley, is about 20 M. long and 3-4 M. wide and is inclosed by two parallel ranges of hills, 800-1000 ft. high. The *Susquehanna* ('broad and shallow river'), which has a total length of 400 M. from Otsego Lake (see p. 201) to Chesapeake Bay, enters the valley through the *Lackawannock Gap* and leaves it through the narrow *Nanticoke Gap*. Within the valley its course is generally placid, but it forms two sets of rapids (the *Wyoming* and *Nanticoke Falls*) and receives several tributaries from the mountains. Numerous coal-pits, culm-heaps, and smoking chimneys testify to the prevailing industry of the valley. A good *View of the valley is obtained from *Prospect Rock* (750 ft.), 2 M. from Wilkes-Barré. *Campbell's Ledge*, on the E. side of the Lackawannock Gap, is also a good point of view. — *Mountain Park* (stat. on the Central R. R. of New Jersey), 8 M. to the E., is a favourite resort of excursionists. — A steamer descends the Susquehanna from Wilkes-Barré to (8 M.) *Nanticoke*.

The name of the valley is widely known from the harrowing incidents narrated by Campbell in his 'Gertrude of Wyoming'. In June, 1778, a force of British troops and Indians entered the valley and defeated the settlers in a battle fought on July 3rd. The battle was followed by an atrocious massacre, in which the British officers were unable to set any bounds to the butchery of their savage allies, who, it is estimated, slew 360 men, women, and children. *Fort Forty*, the scene of the battle, 4 M. above Kingston (see above), is marked by an *Obelisk*, 62½ ft. high; and about 3 M. farther up is *Queen Esther's Rock*, where the half-breed queen of the Senecas tomahawked 14 defenceless prisoners.

About 18 M. to the W. of Wilkes-Barré, on a branch of the Lehigh Valley R. R., is the picturesque *Harvey's Lake* or *Lake Shawanese* (The Oneonta, $ 3-4; Lake Hotel, $ 1-2), now a favourite resort. Farther off, reached by the same branch-railway, is (43 M.) *Ganoga Lake* (2320 ft.; North Mountain Ho., $ 2½).

From Wilkes-Barré to Nineveh, 93 M., *Delaware & Hudson R. R.* in 3½ hrs. (fare $ 2.84). This line traverses a coal-mining district. — 9 M. *Pittston* (see below); 11 M. *Avoca;* 16 M. *Minooka;* 19 M. *Scranton,* an important junction (p. 241); 35 M. *Carbondale* (Harrison Ho., New American Ho., $ 2½), a busy coal-mining city with 13,536 inhabitants. — The train now ascends to (55 M.) *Ararat Summit* (2500 ft.), beyond which it descends into the valley of the *Susquehanna.* 71 M. *Jefferson Junction;* 73 M. *Lanesboro;* 81 M. *Windsor;* 85 M. *East Windsor;* 89 M. *Centre Village.* — 93 M. *Nineveh,* see p. 202.

The train now ascends along the E. bank of the Susquehanna. The Wyoming Monument (see p. 283) is seen across the river to the left. — 153 M. *Pittston* (570 ft.; see above), with 12,556 inhab., lies near the point where the *Lackawanna* pours into the Susquehanna. Above rises *Campbell's Ledge* (p. 283).

Beyond Pittston the scenery is less interesting. At (238 M.) *Athens* (770 ft.) we cross the *Chemung River.* — Beyond (239 M.) *Sayre Junction* (for lines to Auburn, Owego, Waverly, etc.) we cross the Erie R. R. (R. 28 d). At (255 M.) *Van Etten* the line forks, the left branch running to Geneva (see below) viâ *Watkins* (p. 237) and *Seneca Lake* (p. 237), while that traversed by most through-trains runs to the N. to (275 M.) **Ithaca** (p. 236) and skirts the W. side of *Cayuga Lake* (p. 236). 299 M. *Hayt's Corners.* — 313 M. **Geneva,** see p. 237. — 318 M. *Rochester Junction,* for (13 M.) *Rochester* (p. 238). — 379 M. *Batavia* (p. 239); 412 M. *East Buffalo* (p. 239). 416 M. **Buffalo,** see p. 239.

b. Viâ Williamsport and Emporium.

417 M. Pennsylvania Railroad in 13½-14½ hrs. (fares as above).

From Philadelphia to (105 M.) *Harrisburg,* see R. 37. Our line here diverges to the right from the line to Pittsburg and runs to the N. along the *Susquehanna.* — 158 M. *Sunbury* (450 ft.; 9810 inhab.), on the left bank of the wide Susquehanna, is an important outlet for the *Shamokin Coal District.* — At (160 M.) *Northumberland,* at the confluence of the N. and S. branches of the Susquehanna, *Dr. Joseph Priestley,* discoverer of oxygen gas, lived from 1794 till his death in 1804. He is buried in the cemetery here. — Farther on our line runs parallel with the Reading line.

198 M. **Williamsport** (*Updegraff,* $ 3-4; *Park,* 2½-4), a city on the right bank of the S. (or W.) branch of the Susquehanna, with 28,757 inhab., chiefly engaged in the timber trade. The huge 'Boom' on the river here can contain 300 million feet of timber. Williamsport is a station of the long Seaboard Oil Pipe Line (comp. p. 299).

From Williamsport to Satterfield, 55 M., *Williamsport & North Branch R. R.* in 2¼ hrs. This line crosses the Phil. & Reading R. R. at (10 M.) *Halls* and traverses a picturesque district which has been ambitiously dubbed the 'Adirondacks of Pennsylvania'. — The chief resorts are *Highland Lake* (2000 ft.; Essick, Highland Ho.), reached by coach (1½ hr.) from (19 M.) *Picture Rocks* (670 ft.) or (21 M.) *Chamouni;* **Eagles' Mere** (2200 ft.; *Hotel Eagles' Mere, Lakeside, Raymond, Crestmont,* $ 3-4; *Forest Inn; Allegheny,* $ 2), reached by a short branch-line (8 M.) from (32 M.) *Sonestown;* and *Lake Mokoma* (La Porte Hotel), 4 M. from (37 M.) *Nordmont.*

From Williamsport to *Harrisburg,* see p. 288.

We turn to the left (W.), cross the *Lycoming Creek* and the Susquehanna, and ascend on the right bank of the latter. 223 M. *Lock Haven*, another lumbering town (7210 inhab.), situated on the right bank of the Susquehanna. The scenery here and as we advance farther up the river is picturesque. We cross and recross the stream. — 250 M. *Renovo* (670 ft.; Renovo Hotel, $2), a summer-resort, finely situated in the Susquehanna valley, among hills 800-1000 ft. high.

At (263 M.) *Keating* (720 ft.) the train leaves the Susquehanna, after following it for 160 M., and begins to ascend the *Sinnemahoning*. The dreary district we now traverse is known as the *Great Horseshoe of the Alleghenies*. — 278 M. *Driftwood*, junction of a line to Pittsburg (p. 295). — 296 M. **Emporium** (1030 ft.; *City Hotel*, *St. Charles*, $2), a hill-surrounded village with 2463 inhab., is the junction of the Pennsylvania R.R. route to Erie (R. 36). Our line runs to the N. to (320 M.) *Port Allegany*, and then follows the *Allegheny River* to (347 M.) **Olean** (*Olean Ho.*, from $2), on the Erie R. R. (p. 344), one of the largest petroleum storing places in the world. Pop. 9462. — To the left, near (367 M.) *Franklinville*, is *Lime Lake*.

417 M. **Buffalo**, see p. 239.

35. From Philadelphia to Reading and Williamsport.

199 M. Philadelphia & Reading Railroad in 6½-8¼ hrs. (fare $5.78). — The Pennsylvania Railroad (Broad St. Station) is also available, the trains following nearly the same route (fare as above; comp. R. 37). — Both lines traverse the Schuylkill Valley and connect the great anthracite coalfields of Pennsylvania with the ocean.

Philadelphia, see p. 259. The train crosses the *Schuylkill* (p. 260), touches the N. end of *Fairmount Park* (p. 273), and ascends the right bank of the river, parallel with the Schuylkill Valley Division of the Pennsylvania Railroad on the opposite bank. The valley is thickly populated and presents a scene of busy industry, with its numerous factories and mills. — 17½ M. *Bridgeport* lies opposite **Norristown** (*West End*, $2½; *Montgomery*, $2), a thriving manufacturing city (22,265 inhab.). — 24 M. *Valley Forge* (Washington Inn, $2), the headquarters of Washington and the American army during the trying winter of 1777-78. The farm-house in which Washington had his quarters is still preserved (to the left of the railway). — Beyond (28 M.) *Phoenixville*, at the foot of *Black Rock*, with 9196 inhab. and the huge Phœnix Iron and Steel Works, we thread a tunnel nearly ½ M. long. Our train then crosses the river, changing sides with the Pennsylvania line. We are now in the district of the so-called 'Pennsylvania Dutch', a hard-working race of Teutonic origin, speaking a curious dialect of South German, with an infusion of English. Near (41 M.) *Pottstown*, another iron-making place (13,696 inhab.), are the *Ringing Rocks*, emitting a musical sound when struck (electric tramway). We cross the *Manatawny* by a long bridge.

58½ M. **Reading** (270 ft.; *Mansion Ho.*, from $3; *Central*, $2-2½; *P. & R. Railway Restaurant*), a busy manufacturing city

with 78,961 inhab., lies on a comparatively level plateau hemmed in by *Penn's Mt.* on the E. and *Neversink Mt.* on the S. The *Court House* is a handsome building, with a portico borne by six columns of the old red sandstone found in the adjacent mountains. The chief industry is iron-making, and the shops of the Reading Railway give employment to about 3000 men.

Penn's Mt. (1040 ft.), at the top of which is the *Summit Hotel* ($ 2½-3), is ascended by a 'switchback' railway. The *White Spot*, 1000 ft. above the river, a remnant of Potsdam sandstone lying unconformably on Laurentian rock, is a favourite point of view. — Another mountain-railway (views) climbs to the top of *Neversink Mt.* (850 ft.), with its large hotel ($ 3½). — Reading is an important railway-centre, lines radiating hence in all directions.

On the 'Columbia Division' of the Reading R. R., 22 M. from Reading, lies **Ephrata** (*Ephrata Ho.*, $ 1½), one of the centres of the sect known as *Dunkards* or *Tunkers*, whose characteristically simple costume is common in this whole region. The cells of the half-ruinous 'Brother' and 'Sister Houses' at Ephrata now contain about a dozen inmates only.

Beyond Reading our line continues to follow the Schuylkill Valley, and the long ridge of the *Blue Mts.* looms up ahead of us, changing from grey to blue as we approach it. — At (79 M.) *Port Clinton* (410 ft.), at the mouth of the *Little Schuylkill*, we pass through a gap in the ridge, similar to, but less picturesque than those mentioned at pp. 282, 243. Port Clinton stands on the S. edge of the great anthracite coal-region, and has a busy traffic in coal. Our railway forks here, the left branch going on to *Pottsville*, the right to Williamsport viâ the Catawissa Valley (see below).

From Port Clinton to Pottsville, 15 M., railway in ½-¾ hr. — The line follows the Schuylkill. — 5 M. *Auburn*; 11 M. *Schuylkill Haven*. — 15 M. **Pottsville** (615 ft.; *Allan*, $ 2-3), a city with 15,710 inhab., in the gap where the river breaks through *Sharp Mt.* (1395 ft.), lies in the great S. or Schuylkill Coal Basin, which produces 10,000,000 tons of anthracite coal annually, or one-fourth of the total production of Pennsylvania. The surrounding district is a network of railways.

The Williamsport train ascends the valley of the Little Schuylkill and traverses a busy coal-mining district. — 104½ M. *East Mahanoy Junction*. Farther on we traverse the picturesque *Catawissa Valley*. At (146 M.) *Catawissa* (475 ft.) we cross the *Susquehanna*. 169 M. *Milton Junction*; 189 M. *Halls*, the junction of the Williamsport & North Branch R. R. (p. 284).

199 M. *Williamsport*, see p. 284.

36. From Philadelphia to Erie.

445 M. Pennsylvania Railroad in 12¼-16½ hrs. (fare $ 10.25).

From Philadelphia to (296 M.) *Emporium*, see R. 34b. — 316 M. *St. Mary's* (1670 ft.), in a lumbering and bituminous coal district, has a large German Benedictine college and convent. — 341 M. *Wilcox* (1525 ft.), with a large tannery. — 350 M. *Kane* (2020 ft.; Griffin Hotel, $ 2), with 5296 inhab., frequented for deer-shooting and fishing. We now begin to descend on the Lake Erie side of the ridge. — 379 M. *Warren* (1195 ft.), at the confluence of the *Allegheny*

and the *Conewango*, is the junction of a line to Dunkirk (p. 330). — 408 M. *Corry* (1445 ft.), an industrial town (5369 inhab.).

From Corry to *Pittsburg* and to *Buffalo*, see p. 299. Corry is also the junction of lines to *Jamestown* (p. 345), etc.

419 M. *Union City*; 426 M. *Waterford* (1190 ft.), on the *Le Boeuf Lake*. Beyond (434 M.) *Jackson* (1225 ft.) we cross the watershed between the Ohio and Lake Erie, here only 8 M. from the latter.

445 M. *Erie*, see p. 330.

37. From Philadelphia to Harrisburg and Pittsburg.

354 M. Pennsylvania Railroad to (105 M.) *Harrisburg* in 2½-3½ hrs. (fare $ 3.15, parlor car $ 1.50); to (354 M.) *Pittsburg* in 8½-12½ hrs. (fare $ 9, parlor car $ 2, sleeper $ 2). This line, forming part of the fine through-route from New York to Chicago (see R. 47a), traverses the beautiful valleys of the Susquehanna and Juniata.

Leaving the handsome *Broad St. Station* (p. 259) the train crosses the *Schuylkill* and runs to the N.W. through *West Philadelphia* (p. 272), passing various suburban stations, most of which are tasteful little buildings surrounded with flower-gardens. 9 M. *Haverford College*, with the most important college of the Orthodox Quakers, situated in a finely wooded park to the left. — 10 M. *Bryn Mawr* (415 ft.; Welsh 'great hill'; Bryn Mawr Ho.), is the site of ***Bryn Mawr College**, one of the youngest (1880) and best colleges for women in the United States (450 students). The tower of the main building is conspicuous to the right. The latest addition to the college-buildings is *Rockefeller Hall* (1903). — Near (12 M.) *Villa Nova*, with a R. C. college, monastery, and farm, is the *Red Rose Inn*, a favourite resort of cyclists and other visitors from Philadelphia. — To the left, at (16½ M.) *Devon*, is the large *Devon Inn* ($ 4-5), a favourite summer-resort. — At (20 M.) *Paoli* (535 ft.) the British defeated the Americans on Sept. 20th, 1777 (monument). It was the birthplace of '*Mad*' *Anthony Wayne* (1745-96; p. 188).

The train now leaves the region of suburban homes and enters the '*Garden of Pennsylvania*', one of the richest and most carefully cultivated farming districts in America. A splendid *View of the peaceful *Chester Valley* is disclosed to the right as we cross the ridge (550 ft.) of a S. outlier of the Alleghenies and emerge on the hillside. We follow the ridge for some time and then descend to the valley. — 32½ M. *Downingtown*. Iron-works and lime-kilns now appear. — At (38½ M.) *Coatesville* (380 ft.; 5721 inhab.) we cross the *West Brandywine* by a bridge 73 ft. high. — 51 M. *Gap* (560 ft.) lies in an opening in *Mine Hill*, on the watershed between the Delaware and the Susquehanna, and the train now descends into the *Pequea Valley*, with its fields of wheat, maize, and tobacco. — Crossing the *Conestoga Creek*, which preserves the name of the Conestoga Indians, we reach (69 M.) **Lancaster** (360 ft.; *Stevens Ho.*, $ 2½; *American Ho.*, $ 2), a prosperous manufacturing town of 41,460 inhab. and an important market in tobacco and farm produce.

The *Franklin & Marshall College* and the *Theological Seminary* here both belong to the German Reformed Church. *Woodward Hill Cemetery* contains the grave of President Buchanan (1791-1868). The district is largely peopled by the descendants of German colonists. A railway runs hence to *Hanover* and *Gettysburg* (p. 291).

Beyond (87 M.) *Elizabethtown* the train enters the picturesque defiles of the *South Mountain*. At (90 M.) *Conewago* we cross the stream of that name (view). Farther on we reach the W. bank of the *Susquehanna*, a wide, shallow stream, thickly strewn with rocks. 96 M. *Middletown*, with 5608 inhab., is an iron-making place. — At (102½ M.) *Steelton* (pop. 12,086) are the huge works of the Pennsylvania Steel Co., employing several thousand men.

105 M. **Harrisburg** (320 ft.; *Commonwealth*, *Lochiel Ho.*, $ 3-6; *Bolton*, from $ 2½), the capital of Pennsylvania, is finely situated on the E. bank of the Susquehanna, here about 1 M. wide. Pop. 50,167. Except when the legislature is in session, it is a somewhat dull place. The *Capitol*, conspicuously situated on a hill, was burned down in 1897, but has been rebuilt on a scale of greater size and magnificence. Opposite its W. façade is a *Statue of Gen. Hartranft* (1830-89), by Ruckstuhl (1898). In State St. is a *War Monument*, 110 ft. high. An enclosure in *Harris Park* contains the grave of John Harris, father of the founder of the town, and the stump of the tree to which he was tied by drunken Indians (1718), who meant to burn him alive. The Susquehanna is crossed here by four bridges.

From Harrisburg to Gettysburg, 47½ M., railway in 2-2½ hrs. — The train crosses the Susquehanna, just below the old bridge (see above), and runs to the S.W. — 22 M. *Carlisle Junction*, for a branch-line to (6 M.) *Carlisle* (see below). Near (23 M.) *Mt. Holly Springs* we pass through a gap (1000 ft.) in the *South Mountain*. As we approach Gettysburg we traverse the field of the first day's battle (see p. 293). — 47½ M. **Gettysburg**, see p. 291.

From Harrisburg to Winchester, 116 M., *Cumberland Valley R. R.* in 4-4½ hrs. This line traverses the fertile *Cumberland Valley*, between the *Blue Mts.*, on the right, and the *South Mountain*, on the left. — The train crosses the Susquehanna as above. — 18 M. *Gettysburg Junction*, for the line to Gettysburg (see above). — 19 M. **Carlisle** (480 ft.; *Mansion Ho.*, $ 2), a pleasant little town of 9626 inhab., with a *Government Indian Training School*, in which about 1100 Indian children are taught the arts and methods of civilisation. Carlisle was Washington's headquarters during the 'Whiskey War' of 1794, and it was captured by Gen. Lee in 1863. — About 5 M. beyond (63 M.) *Greencastle* the train crosses the famous *Mason and Dixon's Line* (see p. 291) and enters *Maryland* ('Old Line State'), the northernmost of the old slave-holding states. — 74 M. **Hagerstown** (570 ft.; *Baldwin*, $ 2-3), a town of 13,591 inhab., on the *Antietam*, is the junction of lines to Washington (see p. 38), Harper's Ferry (via Weverton; see p. 328), and the Shenandoah Valley (R. 68). It was a centre of military operations in the Civil War. — At (81 M.) *Williamsport* Gen. Lee crossed the *Potomac* on his retreat after the battle of Gettysburg (p. 294). We here enter *West Virginia* ('Pan Handle State'). — At (94 M.) *Martinsburg* (635 ft.), on the *Tuscarora*, we intersect the B. & O. R.R. (p. 327). — 116 M. *Winchester*.

From Harrisburg to Reading, 54 M., railway in 1¼-2½ hrs. — The chief intermediate station is (26 M.) *Lebanon*. — 54 M. *Reading*, see p. 285.

From Harrisburg to Williamsport, 93 M., *Northern Central Railroad* in 2¼-3 hrs. This railway ascends on the E. bank of the Susquehanna to (53 M.) *Sunbury* (p. 284). Thence to (93 M.) *Williamsport*, see p. 284.

From Harrisburg to *Baltimore*, see p. 308.

Beyond Harrisburg the Penna. R. R. runs to the N. on the left bank of the Susquehanna to (110 M.) *Rockville*, where it bends to the W. and crosses the river by a bridge $^2/_3$ M. long (*View). It then turns to the N. again and passes the *Dauphin Gap* (350 ft.). The river, now to the right, is wide, shallow, and nearly choked with grassy islets.

Beyond (120 M.) *Duncannon* the line leaves the Susquehanna and begins to ascend to the left through the valley of the 'beautiful blue' **Juniata*, 'which has been the theme of more song and romance than almost any other American river' (Cook).

The *Scenery along this river, as we cross ridge after ridge of the Alleghenies, is of the most picturesque character; and the entire geological formation of Pennsylvania is exhibited to the student, as the river cuts its way through a stratification 6-7 M. in thickness. The line follows the windings of the river (views chiefly to the right). The district traversed is full of historical reminiscences of the struggles of the early Scoto-Irish colonists with the Indians and of the enterprise of *David Brainerd* and other missionaries. An immense traffic in coal and iron is carried on by this line, and the coal-trains are sometimes of extraordinary length.

At (138 M.) *Millerstown* (410 ft.) we thread the **Tuscarora Gap*, where the railway, river, road, and canal squeeze their way side by side through a narrow defile. This lay in the land of the Tuscarora Indians (see p. 233). Beyond (154 M.) *Mifflin* we pass through the picturesque **Lewistown* or *Long Narrows*, where the railway runs for several miles along one side of the stream, with the road and canal on the other. The slopes of the hills (1000 ft.) are covered with slate débris. — 166 M. *Lewistown* (500 ft.), a prosperous little place with 4450 inhab., lies at the mouth of the *Kishicoquillas Valley*.

In this valley, a little above Lewistown, was the home of the famous Mingo chief *Logan*, whose friendship for the white man was changed to hatred by the cruel massacre of his family.

191 M. *Mt. Union* lies at the entrance of **Jack's Narrows* (600 ft.), made by the river forcing its way through *Jack's Mt.* — 203 M. **Huntingdon** (*Brunswick*, $2), the largest town on the Juniata (6053 inhab.), occupies the site of the 'Standing Stone', where the Indians assembled for centuries to hold their grand councils.

The *Broad Top Mt. Railroad* runs hence to (53 M.) *Bedford*, near which are *Bedford Springs* (Bedford Springs Ho., $3½-4; Chalybeate Hotel, $3).

At (209 M.) *Petersburg* (680 ft.) we leave the canal, which follows the Franktown branch of the river, and ascend the *Little Juniata*. — At (222 M.) *Tyrone* (905 ft.) we reach the E. base of the main range of the Alleghenies, turn sharply to the left (S.W.), and enter the *Tuckahoe Valley*. *Bald Eagle Valley* opens to the N.E.

Tyrone is the outlet for the important *Clearfield Coal Measures*, which produce large quantities of bituminous coal. — About 3 M. to the E. is the *Sinking Valley*, which takes its name from the *Sinking Spring*, a singular underground watercourse.

From Tyrone the train runs along the base of the Alleghenies (right) to (237 M.) **Altoona** (1180 ft.; *Logan Ho.*, $3; *Altamont Hotel*, $2-3; *Railway Restaurant*), a busy town of 38,973 inhab., founded in 1850 by the Pennsylvania R. R. and consisting almost wholly of its workshops and workmen's houses.

Altoona is, perhaps, the most representative railway-town in America. The works cover 153 acres, employ 9500 men, and produce 300 locomotives, 200 passenger-cars, and 1500 freight-cars annually, besides being the general repair-shops of the company. Some of the locomotives built here weigh 168 tons. — Those who wish to see the fine passage of the Alleghenies by daylight may pass the night here. Good views are obtained from *Prospect Hill* to the S. and *Gospel Hill* to the N.

Beyond Altoona the train gradually ascends to the summit of the mountains, climbing a gradient of 90 ft. to the mile. At (242 M.) *Kittaning Point* (1595 ft.) the line is carried round the famous ***Horseshoe Curve** (views to the left), where the line crosses two ravines on a lofty embankment and cuts away the promontory dividing them. The sides of the curve are parallel, so that trains travelling the same way may be moving in opposite directions. A little farther on we pass through a *Tunnel*, $^2/_3$ M. long and 2160 ft. above the sea, crossing the Alleghenies and the watershed between the Atlantic and the Mississippi. The top of the ridge is 210 ft. above the tunnel.

The descent on the W. slope of the mountains is less abrupt. 249 M. *Gallitzin*, at the W. end of the tunnel, is named in honour of *Prince Demetrius Gallitzin* (d. 1840), who laboured as a missionary in this district for 40 years. — From (252 M.) *Cresson* (2015 ft.) coaches ply to *Loretto*, founded by Prince Gallitzin (see above). — We descend along the upper waters of the *Conemaugh*, and the scenery increases in attractiveness. Numerous vestiges are seen of the old *Portage Railroad*, which formerly served the traffic across the Alleghenies by a series of inclined planes, communicating at each end with canals. — Near (269 M.) *Mineral Point* (1415 ft.) we cross the Conemaugh. *Conemaugh Lake* (1460 ft.), the bursting of the dam at which caused the terrible disaster of 1889 (see below), lies a little to the left. 273 M. *Conemaugh* (1275 ft.).

275 M. **Johnstown** (1185 ft.; *Merchants' Hotel*, $ 3), an iron-making city at the confluence of the Conemaugh and *Stony Creek*, was founded in 1791 by a German pioneer, named Joseph Jahns. It contains 35,936 inhab. and has to a great extent recovered from the effects of the inundation. The huge ***Cambria Steel Works**, on the N. side of the river, were partly destroyed by the inundation in 1889, but have been restored and again give employment to 8000 men.

A glance at the deep narrow valleys with their high enclosing walls, at the junction of which the city lies, goes far to explain the possibility of so tremendous a catastrophe as that which overwhelmed Johnstown on May 31st, 1889. *Conemaugh Lake* (see above), $2^1/_2$ M. long and $1^1/_2$ M. wide, was reserved as a fishing-ground by a club of Pittsburg anglers, and its waters were restrained by a dam 1000 ft. long, 110 ft. high, 90 ft. thick at the base, and 25 ft. thick at the top. A continuance of violent rains filled the lake to overflowing, and all efforts to save the dam were fruitless. The break occurred about 3 p.m., a gap of 300 ft. being at once formed. The water that burst through swept down the valley in a mass $^1/_2$ M. wide and 40 ft. high, carrying away everything in its way and completely destroying Johnstown and the other towns and villages in its track. The distance of 18 M. between Johnstown and the lake was traversed in about 7 min. The mass of houses, trees, machinery, railway iron, and human bodies was checked by the massive railway-bridge below Johnstown,

and soon caught fire, probably burning to death some hundreds of persons imprisoned in the wreckage. The estimated loss of life varies from 2200 to 5000. The value of property destroyed was at least $ 10,000,000 (2,000,000*l.*).

The train descends along the left bank of the Conemaugh. 295 M. *Bolivar* (1030 ft.) lies at the entrance to the beautiful **Packsaddle Narrows*, where the river breaks through the *Chestnut Range*, the W. ridge of the Alleghenies, which tower 1200 ft. above the water. At (300 M.) *Blairsville Intersection* (1115 ft.) the line forks, the main line leaving the Conemaugh and running direct to Pittsburg, while the right branch runs via *Blairsville* to *Allegheny City* (p. 299).

The district we traverse as we approach Pittsburg is a veritable 'Black Country', full of coal-pits, coke-ovens, and smelting-furnaces. 313 M. *Latrobe;* 323 M. *Greensburg* (1090 ft.). We approach the *Monongahela* at (344 M.) *Braddock's* (15,654 inhab.), which marks the scene of the memorable defeat of General Braddock on July 9th, 1755, on his expedition against Fort Du Quesne (see p. 296). It was in rallying the defeated British forces that Washington won his first military laurels. The huge *Edgar Thomson Steel Works* are situated here (see p. 298). — 347 M. *Wilkinsburg* (926 ft.).

354 **M. Pittsburg,** see p. 295.

38. Gettysburg.†

Gettysburg is reached from New York viâ the Pennsylvania or the Reading R. R. in 7½ hrs. (fare $ 6.50), from Philadelphia viâ the same railways in 4½-5¾ hrs. (comp. p. 288; $ 4), and from Washington viâ Baltimore in 4½-6½ hrs. by the Western Maryland or the Northern Central R. R. (comp. p. 305).

Gettysburg (*Eagle*, $ 2-3; *Gettysburg Springs Hotel*, $ 3-3½; *Hot. Gettysburg*, $ 2-2½), a small town with (1900) 3495 inhab., lies about 40 M. to the S.W. of *Harrisburg* (p. 288) and 7 M. to the N. of the boundary between Pennsylvania and Maryland, the famous *Mason and Dixon's Line* (p. 288), which, before the war, marked the N. limit of slavery. On July 1st-3rd, 1863, the vicinity of this town was the scene of what is regarded as the chief contest of the American Civil War and as the 'turning-point of the Rebellion'. Many of the chief points are now accessible by electric railway.

The battle-ground covers about 25 sq. M. and lies mainly to the S.W. of the town. The *Gettysburg Battlefield Memorial Association*, an organisation representing the soldiers engaged, has marked all the important points by monuments placed on ground acquired for the purpose. The tracts along the lines, aggregating 450 acres, are the land upon which the most important movements were executed. There are over 400 monuments on the field, erected with the utmost care in the exact localities, and standing in woods or open fields, by the roadside, on the stony ridges, in gardens, and being of all designs, executed in bronze, marble, or granite. Over $ 7,000,000 has been expended on the grounds and monuments. Several iron view-towers have been erected at the highest points. The battlefield is probably better marked, both topographically and by art, than any other battlefield in the world.

† This account of Gettysburg was prepared for *Baedeker's Handbook to the United States* by *Mr. Joel Cook*, of the 'Philadelphia Public Ledger', who was present at the battle as a special correspondent.

There were engaged in the battle about 80,000 men on each side, the Union army having 339 cannon and the Confederates 293. Generals *George Gordon Meade* and *Robert Edward Lee* were the respective commanders, and it was among the most hotly contested battles of the war and the largest in actual numbers engaged. The Union loss was 3072 killed, 14,497 wounded, and 5434 prisoners, a total of 23,003; and the Confederate loss, 2592 killed, 12,709 wounded, and 7467 prisoners, total 23,768.

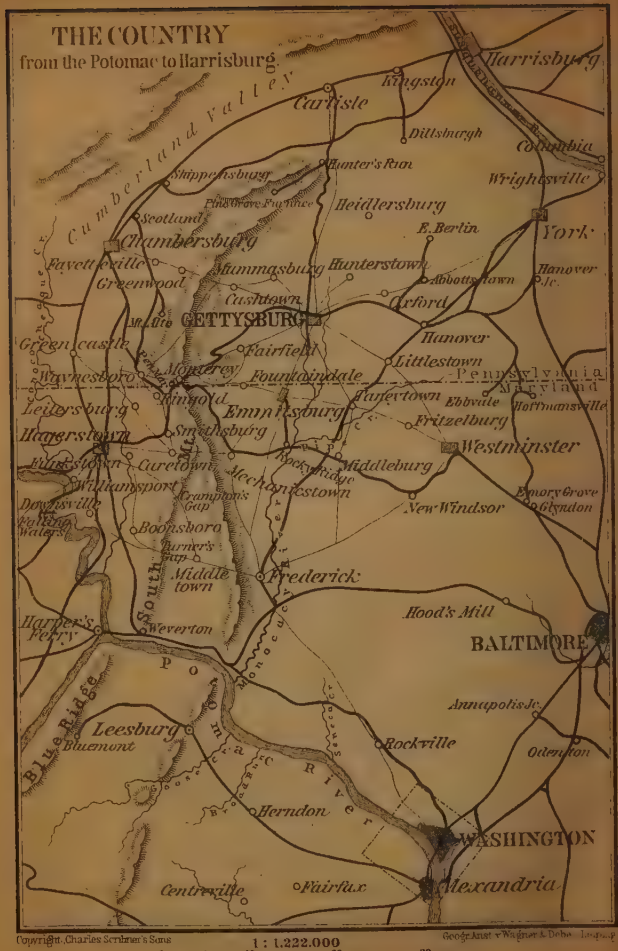
The long curving ridges and deep intervening valleys of the Allegheny mountain ranges cross Central Pennsylvania, the South Mountain ridge passing to the W. of Gettysburg, with the Cumberland Valley beyond it, having two prominent towns, Chambersburg in Pennsylvania and Hagerstown on the Potomac river, in Maryland. Two parallel ridges border the plain on which Gettysburg stands. The long *Seminary Ridge*, stretching from N. to S. about a mile to the W. of the town, gets its name from the Lutheran Theological Seminary standing upon it; and the *Cemetery Ridge*, to the S. of the town, which runs up its slopes, has, on its N. flat-topped hill, the village cemetery, wherein the chief grave was that of James Gettys, after whom the town was named. An outlying eminence known as *Culp's Hill* is farther to the E., making, with Cemetery Ridge, a formation bent round not unlike a fish-hook, with the cemetery at the bend and Culp's Hill at the barb, while down at the S. end of the long straight shank with the intervening rocky gorge of the 'Devil's Den', nearly 3 M. away, are two peaks formed of tree-covered crags, known as *Little Round Top* and *Big Round Top*. These long ridges with the intervale and the country around them are the battlefield, a topographical configuration displaying the ground to great advantage, the many monuments marking the respective lines of battle. Comp. Plan.

After their victory at Chancellorsville (p. 408) in May, 1863, the Confederates determined to carry the war to the N. into the enemy's country. Lee gathered nearly 90,000 men at Culpeper (Va.), including J. E. B. Stuart's cavalry force of 10,000 men. The Union army, commanded by General Hooker, was then encamped along the Rappahannock river, opposite *Fredericksburg* (p. 408), 150 M. to the S. of Gettysburg. Lee started to the N. across the *Potomac*, but Hooker did not discover it for some days, and then followed him. The Confederates crossed between June 22nd and June 25th and concentrated at *Hagerstown* (p. 288), in the *Cumberland Valley*, up which they made a rapid march, overrunning the entire country to the *Susquehanna River* (p. 284). Hooker was late in movement and crossed the Potomac to the E. of Lee on June 28th, thus making a northern race, with Lee in advance but on the longer route of the outer circle. There were 10,000 Union troops in the garrison at *Harper's Ferry* (p. 328) on the Potomac, and Hooker asked that they be added to his army; but the government declined, and Hooker immediately resigned his command. He was succeeded by Gen. Meade, who thus on the eve of the battle became the Union commander. This was on June 28th, when Meade was near the Potomac, and Ewell with Lee's advance guard had gone up the Cumberland Valley as far as *Carlisle* (p. 288) and was threatening *Harrisburg* (p. 288). The main body of Confederates lay at *Chambersburg*, with nobody opposing them. Lee, then hearing of the Union pursuit and being far from his base, determined to face about and cripple his pursuers, fixing upon Gettysburg as the point of concentration. He ordered Ewell to march to the S. from Carlisle and the others to the E. from Chambersburg through the mountain-passes. Meade's cavalry advance under Buford reached Gettysburg on June 30th, ahead of the Confederates, and Meade's army was then stretched for 60 M. back towards the Potomac. When he heard of Lee's changed tactics, Meade concluded that his extended formation was too risky and decided to concentrate in a strong position upon the *Pipe Creek Hills* in Maryland, about 15 M. to the S. of Gettysburg. Thus the battle began with each army executing a movement for concentration.

The battle opened on July 1st, the Union Cavalry to the W. and N. of Gettysburg becoming engaged with the Confederate advance approaching from the passes through the *South Mountain*. The cavalry was at first

GETTYSBURG

Final Attack of the First Day, and Battle of the Second Day.



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George Aust v Wagner & Debes Lith. Co.

victorious but was afterwards overwhelmed by superior numbers, and with their infantry supports under Gen. Reynolds, who was killed, were driven back through Gettysburg to the cemetery and Culp's Hill. These were manned by fresh troops that had come up. Meade was at Pipe Creek, laying out a defensive line, when he heard of Reynolds' death and the defeat, and he sent Hancock forward to take command, who determined that the Cemetery Ridge was the place to give battle. Ewell in the meantime had extended his wing round to the E. of Culp's Hill and held Gettysburg; but active operations were suspended, and both sides spent the night getting their forces up.

The second day opened with the armies confronting each other in line of battle, the Union forces along the Cemetery Ridge, and the Confederates upon the Seminary Ridge to the W. and also stretching round through Gettysburg, to the N. of the Cemetery, 2 M. to the E. along the base of Culp's Hill. In the long intervening valley and upon the ravines and slopes of the Cemetery Ridge and Culp's Hill the main battle was fought. Lee opened the attack by Longstreet advancing against the two Round Tops, but after a bloody struggle the Unionists held them. Sickles, who held the line to the S. of Little Round Top, thought he could improve his position by advancing ½ M. towards Seminary Ridge, thus making a broken Union line with a portion thrust out dangerously. The enemy fell upon Sickles, front and flank, almost overwhelming his line in the 'Peach Orchard' and driving it back to the adjacent 'Wheat Field.' Reinforcements were poured in and there was a hot conflict, Sickles being seriously wounded and his force almost cut to pieces.

Ewell then made a terrific charge from out of Gettysburg upon the Cemetery and Culp's Hill with the 'Louisiana Tigers' and other troops, effecting a lodgement, although the defenders wrought great havoc with their heavy cannonade. The Union guns on Little Round Top having ultimately cleared the 'Wheat Field', the combatants rested; Lee, inspirited by his partial successes, determining to renew the attack next morning.

On the third and last day Gen. Meade opened the combat by driving Ewell's forces from Culp's Hill early in the morning. Lee did not hear of this, but had an idea that both the Union centre and right wing had been weakened the previous day, and during the night, he planned an attack in front to be aided by a cavalry movement round that wing to assail the rear, thus following up Ewell's supposed advantage. To give Stuart with his cavalry time to get around to the rear, the front attack was not made till afternoon. Each side got cannon in position during the morning, Lee having 120 guns along Seminary Ridge, and Meade 80 in the Cemetery and along a low irregular stone pile, forming a sort of rude wall along the Taneytown road leading to the S. from Gettysburg. About 1 p.m. the Confederates opened fire, and the most terrific artillery duel of the war followed across the intervening valley, six guns being discharged every second. The troops, lying low, suffered little, but several Union guns were dismounted. After two hours' deafening cannonade Lee ordered his grand attack, the celebrated charge by Gen. Pickett, a force of 14,000 men with brigade front advancing across the valley. They had a mile to go, marching swiftly, but before they got halfway across, all the Union guns were trained upon them. The attack was directed at an umbrella-shaped clump of trees, at a low point of the Cemetery Ridge, where the rude stone wall made an angle with its point outside. Hancock commanded this portion of the Union line, and while the grape and canister of the cannonade ploughed furrows through Pickett's ranks, when the column got within 300 yds., Hancock opened musketry fire with terrible effect. Thousands fell, and the brigades broke in disorder, but the advance, headed by Gen. Armistead on foot continued, and about 150 men leaped over the stone piles at the angle to capture the Union guns. Lieut. Cushing, mortally wounded in both thighs, ran his last serviceable gun towards the wall, and shouted to his commander 'Webb, I will give them one more shot'. He fired the gun and died. Armistead put his hand on the cannon, waved his sword and called out, 'give them the cold steel, boys'; then pierced by bullets, he fell dead alongside Cushing. Both lay

near the clumps of trees about 30 yds. inside the wall, their corpses marking the farthest point to which Pickett's advance penetrated, where the 'High Water Mark Monument' now marks the top of the flood tide of the rebellion, for afterwards there was a steady ebb. There was a hand to hand conflict. Webb was wounded and also Hancock, and the slaughter was dreadful. The Confederates were overwhelmed, and not one-fourth of the gallant charging column composed of the flower of the Virginia troops escaped, the remnant retreating in disorder. Stuart's cavalry failed to coöperate, having unexpectedly met the Union cavalry about 4 M. to the E. of Gettysburg, and the conflict that ensued prevented their attacking the Union rear. After Pickett's retreat there was a general Union advance which closed the combat. During the night Lee began a retreat, and aided by the heavy rains usually following great battles, the Confederates next day withdrew through the mountain-passes towards Hagerstown, and afterwards escaped across the Potomac. The day of Lee's retreat Vicksburg surrendered to Gen. Grant (see p. 402) and these two great events were the beginning of the Confederacy's downfall.

This battlefield is now covered with monuments and marking posts designating the positions of the opposing armies. Its survey is best begun by a tour to the N. and W. of the town, the scene of the first day's fight. The more interesting tour, however, is to the S. from Gettysburg. Ascending Cemetery Hill we pass by the roadside the house of Jenny Wade, the only woman killed in the battle, accidentally shot while baking bread. The rounded Cemetery Hill is a strong and elevated position bearing many monuments, and here, alongside the little village-graveyard, the Government has a National Cemetery of 17 acres, where 3572 soldiers are buried, over 1000 being the unknown dead. A magnificent battle monument rises above them, surmounted by a statue of Liberty, and having figures of War, History, Peace, and Plenty at the base of the shaft. This charming spot was the centre of the Union line, then a rough, rocky hill. This cemetery was dedicated on Nov. 19th, 1863, Edward Everett delivering the oration; the monument was dedicated on July 1st, 1869. The cemetery cost $ 150,000. At the ceremony of its dedication President Lincoln was present, and made the famous 'twenty line address', which is regarded as the most immortal utterance of the martyr. The *Westminster Review* described it as an oration having but one equal, in that pronounced upon those who fell during the first year of the Peloponnesian War, and as being its superior, because 'natural, fuller of feeling, more touching and pathetic, and we know with an absolute certainty that it was really delivered'. The President, when requested to say a few words by way of dedication, drew from his pocket a crumpled piece of paper, on which he had written some notes, and spoke as follows: —

'Fourscore and seven years ago our fathers brought forth upon this continent a new nation, conceived in liberty, and dedicated to the proposition that all men are created equal. Now we are engaged in a great civil war, testing whether that nation, or any nation, so conceived and so dedicated can long endure. We are met on a great battlefield of that war. We are met to dedicate a portion of it as the final resting-place of those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this. But, in a larger sense, we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here have consecrated it far above our power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here. It is for us, the living, rather to be dedicated here to the unfinished work that they have thus far so nobly carried on. It is rather for us to be here dedicated to the great task remaining before us—that from these honoured dead we take increased devotion to the cause for which they here gave the last full measure of devotion—that we here highly resolve that the dead shall not have died in vain—that the nation shall, under God, have a new birth of freedom, and that government of the people, by the people, for the people, shall not perish from the earth.'

From the cemetery the Lutheran seminary is seen a mile across the

Wagner & Debes' Geog.[1] Estab.[t] Leipzig.

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Herrs Island
Herrs I. Bridge
Riverside Penit.y
1
Lawrenceville Sta.
Basins
Troy Hill Road
River
16th St. Bridge
2
Basin
Union Sta.
Grant Boul.
PITTSBURG
Schenley Park
3
Soho Sta.
Linden Sta.
Birmingham Sta.
First Lock
Dam
River
22nd Street Bridge
10th St. Br.
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valley, the most conspicuous landmark of the Confederate line. Culp's Hill is to the S.E., strewn with boulders and timber-covered, the trees still showing marks of the fighting. The Emmettsburg road goes down the valley, gradually diverging from the Union line and crossing the fields that were the battle-ground on the 2nd and 3rd days. Many monuments line the road, some of great merit, and it leads to the 'Peach Orchard', where the line bends sharply back. Peach-trees are constantly replanted here as the old ones fall. The 'wheat-field' alongside is now a meadow; and beyond we go down among the crags and boulders of the 'Devil's Den', a ravine through which flows a stream coming from the orchard and wheat-field and separating them from the rocky 'Round Tops', the beetling sandstone crags of 'Little Round Top' rising high above the ravine. The sloping fields along the stream above the Den are known as the 'Valley of Death'. Many monuments among these rocks have been made with the boulders that are so numerous. 'Big Round Top' beyond is mounted by a toilsome path, and an Observatory on the summit gives a good view over the surrounding country and almost the entire battlefield. The summit, more than 3 M. to the S. of Gettysburg, has tall timber, preserved as in the battle. Cannon surmount the 'Round Tops' representing the batteries there during the battle. To the W., across the valley, is the long fringe of timber that masked the Confederate position on Seminary Ridge. A picnic ground has been located alongside the 'Round Tops', with access by railway; and large parties frequently visit this spot during the tourist-season. The lines of breastworks are retained, and not far away, upon the lower ground, are preserved the stone walls and the little umbrella-shaped grove of trees mentioned at p. 293. The 20th Massachusetts Regiment have brought hither a huge conglomerate boulder from their New England home and set it up as their monument. Their colonel, Paul Revere, was killed in the battle. Crossing the valley, the tourist returns to the N. along the Confederate line, where, however, there was no fighting until the scene of the first day's conflict is reached, to the W. of Gettysburg. Here a plain granite stone marks where Reynolds fell, just within a grove of trees. Reynolds, from his untimely death, is regarded as the Northern hero of the battle, as Armistead was the Southern. Near by the 'Massachusetts Colour-bearer' holds aloft the flag of the 13th Mass. Regiment, standing upon a slope alongside the railway, this striking monument marking the spot where he fell at the opening of the battle.

39. Pittsburg.†

Railway Stations. The chief are the *Union Station* (Pl. D, 3), of the P. R. R., for trains to Cincinnati, St. Louis, Chicago, New York, etc., the *Monongahela Station* (Pl. C, 4), for the B. & O. lines, the *Pittsburg and Lake Erie Station* (Pl. C, 4), for trains to Chicago, Buffalo, New York, etc., and the *Wabash Station* (Pl. C, 3), for the Wabash lines.

Hotels. Lincoln (Pl. h; C, 3), 423 Penn Ave., from $ 3, R. from $ 1½; *Henry (Pl. i; C, 3), 415 Fifth Ave., R. from $ 1½; *Schenley, a large house near Schenley Park (beyond Pl. F, 3), about 2 M. from the centre of the city, from $ 3½, R. from $ 1½; Monongahela (Pl. a; C, 3), pleasantly situated at the river-end of Smithfield St., $ 3-4; Anderson (Pl. b; C, 3), centrally situated but somewhat noisy, $ 3-5; *Duquesne (Pl. c; C, 3), Smithfield St., R. from $ 1½; Newell's, 99 Fifth Ave.; Victoria (Pl. d; C, 3), R. from $ 1, well spoken of; Griswold (Pl. e; C, 3), Smithfield St., R. from $ 1; Seventh Avenue (Pl. g; D, 3), $ 2½-3½; St. Charles (Pl. f; C, 3), $ 2-3; Colonial, Sixth St., $ 2-3.

Restaurants. **Hotel Duquesne*, *Hotel Victoria* (see above); **Union Restaurant*, Frick Building, cor. of Fifth Ave. and Grant St.; *Hagan*, 607 Smithfield St.; *Newell's*, see above; *Reineman*, 505 Wood St., for men.

† Pittsburg itself keeps *Eastern Time*, but trains starting here for the W. do so on *Central Time* (see p. xviii). Thus a train timed to start for Chicago at 11 p.m. starts at midnight by the clocks in the hotels.

Tramways (electric) run through the chief streets and to the suburbs. — Inclined Railways (10 in all), a characteristic feature of Pittsburg, lead to various points on the enclosing hills.

Theatres. *Nixon* (Pl. 2; D, 3), opened in 1903, at a cost of $1,500,000; *Bijou* (Pl. C, 3); *Alvin, Hyde's*, both in the same block as the Bijou; *Grand* (Pl. 3; C, 3); *Avenue*, in the same building as the Grand; *Duquesne Theatre* (Pl. 1; C, 3).

Post Office (Pl. C, 3), Smithfield St., cor. of 4th Ave.

Pittsburg (745 ft.), the second city of Pennsylvania and one of the chief industrial centres of the United States, occupies the tongue of land between the *Monongahela* and the *Allegheny*, which here unite to form the *Ohio*, and also a strip of land on the S. side of the Monongahela. The sister city of *Allegheny* lies on the N. bank of the Allegheny and extends down to the Ohio. Pop. (1900) of Pittsburg 321,616, of Allegheny City 129,896. For all practical purposes the two cities may be regarded as one (like Manchester and Salford), though they have separate municipal governments. The point of the tongue is quite flat, and also the immediate river-banks; but the tongue rises rapidly towards its root, and there are only narrow strips of level ground between the rivers and the abrupt heights on the S. side of the Monongahela and the N. side of the Allegheny. The residential quarters are mainly on the highlands of Pittsburg to the E. and those of Allegheny to the N. The rest of the delta and the river-banks are given over to manufacturing and are generally covered with a pall of dense black smoke. The two cities are substantially built, and the rivers are crossed by numerous bridges.

Pittsburg occupies the site of the French *Fort Duquesne*, erected in 1754 and abandoned on the advance of Gen. Forbes in 1758. Its place was taken by the English *Fort Pitt* (see p. 297), and the laying out of the town of Pittsburg may be dated from about 1765. Its early importance was due to its trade with the Indians, and its commercial advantages are still conspicuous; but the great basis of the prosperity of the 'Iron City' has been the fact that it stands in the centre of one of the richest coal districts in the globe, the four counties immediately adjoining Pittsburg yielding 58,300,000 tons of coal in 1902. Pittsburg also stands in the centre of the chief natural gas district (see below), and the use of this as fuel gave a great impetus to its manufacturing industry, though it is now mainly used for domestic purposes. The iron ore, of which Pittsburg uses about 8,000,000 tons annually, comes chiefly from Lake Superior (pp. 372, 373). The Pennsylvania, New York, W. Virginia, and E. Ohio oil-fields lie mainly in the basin of the Allegheny and Ohio Rivers to the N.E., S., and S.W. of Pittsburg and in 1901 yielded 49,657,205 barrels of petroleum. The staple manufactures of Pittsburg are iron, steel, and glass (comp. p. 288). The total value of its manufactures in 1900 was $203,261,251.

Natural Gas is one of the gaseous members of the paraffin series (of which petroleum is a liquid member) and consists mainly of marsh gas, the 'fire damp' of the miner. Its origin is the decomposition of forms of animal or vegetable life, and it is stored under pressure below strata of rock, being set free when those are pierced. Usually it has but little odour. Natural gas has been known to exist in America for over a century, but the first economical use of it was made in 1821, when the town of Fredonia, New York, was lighted with the product of a small well. Its use in iron-making in Western Pennsylvania began in 1874 at the mills of *Leechburg*, 34 M. above Pittsburg. It was first used in Pittsburg itself in 1886, when the gas from the Haymaker Well in *Murrysville*, the chief field of supply for Pittsburg, was conveyed in pipes to the city, a

distance of 19 M. The annual consumption of natural gas at Pittsburg at present may be estimated at about 30,000,000,000 cubic ft., fully one-half of which is used for domestic purposes. Its price is 25 c. per 1000 cubic feet to private individuals, and 7-15 c. to manufacturers. There is no question but that the supply is gradually giving out; and it is already too high-priced for the rolling mills, which are reverting to coal and other forms of fuel gas. The illuminating power of natural gas is low. About 1200 M. of piping are used in leading the gas to Pittsburg, in about 7 different lines. The pressure at the wells averages 100 lbs. per sq. inch and has been measured up to 700 lbs. In fuel value 12 cubic ft. of gas are equal to 1 lb. of coal. The process of drilling for gas is similar to that of drilling for petroleum. Those who wish to visit a gas-well (of no great interest) should apply at the office of the *Philadelphia Co.*, 437 Sixth Ave.

Smithfield Street (Pl. C, 3), diverging from *Liberty Avenue* (Pl. C-F, 1-3), near the *Union Station*, leads to the river Monongahela; and the visitor is recommended to begin by following this street to the (1/2 M.) bridge (tramway) and crossing it to obtain the view of the city from *Washington Heights*. On the way we pass, to the right, the **City Hall** (Pl. C, 3). A little farther on, to the left, is the *Post Office* (Pl. C, 3). At the bridge are the *Monongahela Hotel* (r.) and the *Baltimore & Ohio Station* (l.).

Crossing the *Smithfield Street Bridge* (Pl. C, 4), we should ascend to the top of *Mt. Washington* (370 ft.) by one of the three *Inclined Railways* (5 c.) on this side. These interesting, but at first somewhat startling, pieces of apparatus are worked by ropes (not cog-wheels) and transport horses and carriages as well as persons.

The *View from the top of the busy cities of Pittsburg and Allegheny, the three rivers, and the encircling hills, all more or less enveloped in smoke, is highly imposing and picturesque. At night, when the cold gleam of the electric lights vies with the lurid glare of the furnaces and smelting works, the effect is still more weird and fascinating. The deep basin in which Pittsburg lies has suggested the name of 'Hell with the lid off'. The Court House and Post Office are conspicuous. The view is most extensive on Sun., owing to the absence of smoke.

The finest building in Pittsburg and one of the best in the United States is the ***Allegheny County Court House** (Pl. C, D, 3), in Grant St., a splendid example of *H. H. Richardson's* treatment of Romanesque, erected in 1888 at a cost of $2,500,000 (500,000*l.*). The massive *Gaol* is connected with the Court House by a finely handled stone bridge. The main tower (*View) is 320 ft. high. The three entrances in the chief façade seem somewhat low and depressed for the size of the building.

The only remnant of Fort Pitt (p. 296) is an old *Block House* (Pl. B, 3), in Fort St., near Point Bridge, which has recently been restored by the Daughters of the American Revolution (tablet, 1764). Hard by, on the Allegheny River, are the *Exposition Buildings* (Pl. B, 3), in which annual exhibitions are held.

The *Pennsylvania Incline* (Pl. E, 2), 17th St., is interesting from the manner in which it is led down over the top chord of the bridge spanning the Pennsylvania Railroad at its foot. — Other buildings of importance are the *Frick Building*, a granite office-structure of

20 stories at the corner of Fifth Ave. and Grant St. (Pl. C, 3); the *Carnegie Building*, the *Farmers' Deposit Bank Building*, the *Park Building*, and the *School of the Ursuline Nuns* (these four also in Fifth Avenue); the *German National Bank;* the *National Bank of Commerce;* the *Duquesne Club;* the *Arrott Building;* and *Trinity Church*. The R. C. *Cathedral of St. Paul* also stands in Fifth Avenue, at the cor. of Craig St., about 1 M. beyond our plan.

To the E. of the city (beyond Pl. F, 2, 3) lies *Schenley Park*, given to the city by Mrs. Mary E. Schenley and containing the fine *Phipps Conservatory* and the *Hall of Botany*, both presented by Mr. Henry Phipps. — Near the Forbes St. entrance to the Park is the ***Carnegie Institute,** built in the Italian Renaissance style in 1892-95 and presented to the city by Mr. Andrew Carnegie. The cost was $ 800,000, besides $ 300,000 given for branch-libraries.

Two stories in the main building are occupied by the *Free Library*, which has a present capacity of 200,000 volumes; but the extension now under way, at an additional cost of $ 5,000,000, will increase the capacity of the library to about 1,100,000 volumes. The building also includes a *Music Hall* (with 2000 seats), an *Art Gallery* for exhibitions, and the *Museum* (natural history, including the Bayet collection of 100,000 fossils, historical relics, etc.) and *Department of Fine Arts* of the Carnegie Institute.

The third department of the Institute is the *Carnegie Technical Schools*, which are being built near the Library. These will cooperate with the public schools, although having a special board of trustees and their own special management.

To see the pleasant residence-quarters on the hills, we take a *Highland Avenue Electric Car*, alight at its terminus, and walk up to (1/4 M.) *Highland Park* (5 M. to the N.E. of the City Hall), which commands a fine *View, especially of the Allegheny. The park contains the town-reservoirs and a good zoological collection. We may return to Pittsburg by the Negley Ave. cars.

No one should leave Pittsburg without visiting one at least of the great iron and steel works which have made its prosperity and reputation. Among these are the *Edgar Thomson Steel Works*, the *Homestead Steel Works*, the *Duquesne Steel Works*, the *American Bridge Co.*, the *Jones & Laughlins Works*, the *Oliver Iron & Steel Co.*, the *Crescent Steel Works*, and the *Pressed Steel Car Co.*

Those who wish to visit the four first-named works apply for a pass at the office of the Carnegie Steel Co., Carnegie Building, Fifth Ave. (Pl. C, 3). Half-a-day at least should be allowed for the visit. Perhaps the best way is to go to *Bessemer*, on the Pennsylvania R. R. (from Union Station); visit the *Edgar Thomson Works;* proceed thence by the tramway passing the works to *Munhall* (5 c.), alighting at the gate of the *Homestead Works;* take the tramway thence to *Duquesne* (5 c.), getting off at the entrance to the *Duquesne Steel Works;* and return to Pittsburg by the P. R. R. to Fourth Ave. or Union Station. — The **Edgar Thomson Works** have an annual capacity for the production of 1,100,000 tons of metal, their chief product being steel rails. The **Homestead Steel Works** have an annual capacity of 400,000 tons of Bessemer steel and 1,500,000 tons of open hearth steel. Large quantities of nickel-steel armour-plates are made here. Natural gas is largely used for fuel at both works. The two works employ about 6000 men. The **Duquesne Steel Works,** on the Monongahela, 3 M. above Homestead, have four of the greatest blast furnaces in the world, producing 2200 tons of pig iron per day. — The *American Bridge Works* at Ambridge,

of the Ohio, 20 M. below Pittsburg, are the largest and most modern works of the kind in the world.

The *American Iron & Steel Works (Jones & Laughlins)* are on the S. bank of the Monongahela, opposite Pittsburg. — The *Westinghouse Electrical Works* at East Pittsburg also repay a visit.

The *Pittsburg Plate Glass Works* and the *Macbeth Glass Works* (producing 50,000 dozen lamp-chimneys per week) are at *Charleroi*, 40 M. up the Monongahela, and may be reached either by train or boat (see below). — Glass works at *Ford City*, see below.

Allegheny City *(Hotel Federal)*, on the N. bank of the Allegheny, offers few attractions to the visitor. The value of its manufactures in 1900 was $54,137,000. Taking a tramway-car in 6th St. (Pl. C, 3), we cross the river and follow *Federal St.* to the *City Hall* and the **Carnegie Free Library* (Pl. C, 2). Thence we may follow Ohio St. to the S.W., passing *St. Peter's Church*, to the *Park* (Pl. B, 2). To the left rises a hill crowned by the *Soldiers' Monument* (Pl. B, 2), to which we should ascend for its *View of the two cities. Walkers may descend on the other side and return to Pittsburg via the old covered *Union Bridge* (Pl. B, 2, 3). The *Western Penitentiary* is so called in contradistinction to the Eastern Penitentiary at Philadelphia (p. 269).

River Navigation. Through the Monongahela, Allegheny, and Ohio more than 20,000 M. of inland navigation are open to the steamers of the cities of Pittsburg and Allegheny, and regular communication is thus kept up with *New Orleans* (p. 461), 2000 M. distant. The tonnage of the river-craft of Pittsburg (2,500,000 tons) is said to be greater than that of New York or all the Mississippi ports put together. This is owing to the enormous coal traffic, and stern-wheel tug-boats may frequently be seen conveying a train of barges with a total cargo of 25,000 tons of coal. — The *Davis Island Dam* (movable), on the Ohio, 4 M. below the city, was constructed at a cost of nearly $1,000,000 (200,000*l.*) and has one lock 600 ft. long and 110 ft. wide. Much has also been done and is doing to improve the navigation of the Monongahela and the Allegheny.

A trip up the *Monongahela* by steamer, as far as *Monongahela City* or *Brownsville*, is very interesting. The river is lined with coal 'tipples'.

From Pittsburg to Connellsville, either by the *S.W. Pennsylvania R. R.* (56 M.) or by the *B. & O. R. R.* (57 M.), in 1¾-3 hrs. — *Connellsville* (Yough Ho., $2), a town of 7160 inhab., on the *Youghiogheny*, lies in the midst of one of the two chief coke regions in the world, the other being that of Durham, England. About 6,000,000 tons of coke are produced here annually.

From Pittsburg to Buffalo, 269 M., in 8-8¾ hrs. (*Pennsylvania R. R.* to *Oil City*, 132 M.; *Western New York & Pennsylvania R. R.* thence to *Buffalo*, 137 M.). This line runs through one of the chief petroleum districts, and numerous oil-wells, in operation or deserted, are passed. Petroleum is obtained from oil-bearing sands by pipes of varying diameter, sunk to a depth of 300-3000 ft. The oil is transmitted to the large storage tanks of the Pipe Line Companies by pipe lines, which are sometimes hundreds of miles long. — The railway at first follows the *Allegheny River*. 41 M. *Ford City*, with the largest plate-glass works in the world (61 acres under roof). — 132 M. **Oil City** (*Arlington*, $2-3), a city of 13,264 inhab., is the great centre of the Oil District, and all the processes of procuring, preparing, and shipping the oil may be conveniently observed here. In 1892 Oil City was the scene of a terrible disaster, caused by the catching fire of a large petroleum tank. The burning oil, overspreading the water in the creek, set fire to many buildings and caused the loss of many lives. — The train now follows the valley of *Oil Creek*, with many abandoned wells. It is calculated that somewhere about 1865 this valley, between Oil City

and Titusville, contained 75,000 people. At least 60 million barrels of oil, valued at $ 200,000,000, were taken from the valley in ten years. The present yield is insignificant. — 148 M. **Titusville** (*Brunswick, Mansion Ho.*, S 2), with 8244 inhab., is another busy oil-centre. — 175 M. *Corry* (5369 inhab.). — 205 M. *Mayville*, at the head of *Chautauqua Lake* (1300 ft.), is the junction for (1 M.) *Chautauqua* (see p. 345). — 219 M. *Brocton*, and thence to (269 M.) *Buffalo*, see R. 46a.

From Pittsburg to Erie, 148 M., *Pennsylvania Railway* in 4^3/$_4$-5^1/$_2$ hrs. — 17 M. *Economy*, a picturesque village on a plateau above the Ohio, owned by the Harmonists, or disciples of Father Rapp. Most of the houses are now rented to outsiders, as the community has dwindled to a mere handful. — 25 M. *Rochester* (see below); 47 M. *Lawrence Junction*; 92 M. *Jamestown*; 133 M. *Girard*, and thence to (148 M.) *Erie*, see R. 46a.

From Pittsburg to Cleveland, 150 M., *Penna. R. R.* in 3^1/$_2$-6 hrs. — This line diverges from that to Erie at (25 M.) *Rochester*. 48 M. *Wellsville*; 93 M. *Alliance*; 124 M. *Hudson*. — 150 M. *Cleveland*, see p. 331.

From Pittsburg to Wheeling, 68 M., *B. & O. R. R.* in 2^1/$_6$-2^3/$_4$ hrs. — *Wheeling*, see p. 329.

From Pittsburg to *Columbus* and *Cincinnati*, see R. 44b; to *Chicago*, see R. 44b.

40. From Philadelphia to Baltimore.

96 M. Pennsylvania Railway in 2-3^1/$_4$ hrs. (fare $ 2.80; parlor-car 50 c.). From New York (186 M.) in 4^1/$_4$-6 hrs. (fare $ 5.30). — The Baltimore & Ohio R. R. follows almost the same route (similar times and fares).

Philadelphia (Broad St. Station), see p. 259. The train crosses the *Schuylkill* and runs to the S.W., not far from the W. bank of the *Delaware*. 1 M. *West Philadelphia* (p. 272). The *University of Pennsylvania* (p. 272) and the *Blockley Almshouses* (p. 272) are seen to the right. 13^1/$_2$ M. *Chester*, with the Pennsylvania Military Academy and 33,988 inhab., was settled by the Swedes in 1643. Between (17 M.) *Linwood* and (19 M.) *Claymont* we cross a small stream and enter the *State of Delaware* ('Diamond State'). Farther on we cross the *Brandywine* (see below) and reach —

27 M. **Wilmington** (*Clayton Ho.*, $ 2^1/$_2$; *Wilmington*, $ 2-3^1/$_2$), the chief city of Delaware, situated at the confluence of the Delaware, Brandywine, and *Christiana*, with 76,508 inhab. and extensive manufactures, including the making of iron (Diamond State Steel Works, Diamond State Iron Works, etc.), carriages, railway-cars, iron and wooden ships (Harlan & Hollingsworth Shipyards), gunpowder, morocco and other leather, and cotton goods (total value in 1900, $ 28,372,000). The most interesting point is the *Old Swedes Church* (seen to the right as we enter the station), which dates from 1698 and marks the site of the first Swedish colony in America and the first permanent European settlement in the valley of the Delaware (1638). The *Wilmington Institute* has a library of over 50,000 volumes.

Picturesque walks may be taken in the **Glen of the Brandywine* (public park). — The *Battle of the Brandywine*, in which Washington was defeated by the English in Sept., 1777, was fought about 13 M. to the N.W.

From Wilmington to Cape Charles, 192 M., railway in 5^1/$_2$ hrs. This line, which descends the narrow peninsula to the E. of Chesapeake Bay (p. 306), is of some importance as forming part of a through-route from

New York to *Old Point Comfort* (p. 415; 10½-11 hrs.) and as a means of bringing fruit and vegetable supplies to the Northern cities. It runs through the famous peach district of Delaware. One perfectly straight section of this line, 90 M. long, is said to be the longest tangent in the United States. From (192 M.) *Cape Charles* steamers ply to (24 M.) *Old Point Comfort* (p. 415) and (36 M.) *Norfolk* (p. 414).

Beyond (39 M.) *Newark*, the seat of Delaware College (120 students), the train crosses the famous *Mason & Dixon's Line* (p. 291) and enters *Maryland* ('Old Line State'). Near (51 M.) *North-East* we see *Chesapeake Bay* (p. 306) to the left. — About 4 M. to the N.W. (railway) of (59 M.) *Perryville* is *Port Deposit* (Falls Ho., $2) on the Susquehanna, with the *Jacob Tome Institute, the richest endowment for secondary education in the United States. The chief feature is the *Boys' Boarding School*, which is admirably equipped in every way, but there are also various other schools and a kindergarten. At (61 M.) *Havre-de-Grace* we cross the wide *Susquehanna*, which here enters the head of Chesapeake Bay. Farther on we cross several wide shallow rivers or arms of the Bay.

96 M. **Baltimore** *(Union Station)*, see below.

41. Baltimore.†

Railway Stations. *Union* or *Charles Street Station* (Pl. C, D, 2, 3), for the Pennsylvania Railroad and its branches, incl. the N. Central and Bal. & Pot. R. R., and also for the Western Maryland R. R.; *Camden Station* (Pl. C, 5, 6), Camden St., for the B. & O. lines; *Mt. Royal Station* (Pl. C, 3), cor. Mt. Royal Ave. and Cathedral St., also for B. & O. trains (comp. p. 306); *Calvert St. Station* (Pl. D, 4), for trains of the Northern Central and Baltimore and Potomac lines; *Hillen St. Station* (Pl. D, 4), for the West Maryland R. R.; *North Avenue Station* (Pl. C, 2), for local trains (Baltimore & Lehigh R. R.). — *Cab* to hotel 25c. for each person.

Hotels. *Belvedere (Pl. m; C, 3), S.E. corner of Charles and Chase Sts., R. from $2; *The Stafford (Pl. e; C, 4), cor. of Charles and Madison Sts., R. from $1½; St. James (Pl. c; C, 4), cor. of Charles and Centre Sts., from $2½; *Hotel Rennert (Pl. a; C, 4), cor. Saratoga & Liberty Sts., R. from $1½; *Altamont (Pl. b; B, 3), well situated in Eutaw Place, with view, $2½-4½, R. from $1; Eutaw House (Pl. d; C, 5), Eutaw St., $2½-5; Albion (Pl. g, C 3), a quiet family hotel, $3½-5; The Studio (Pl. k; C, 3), cor. Mt. Royal Ave. and Charles St., R. from $1½.

Restaurants. At the *Belvedere*, *Stafford*, *St. James*, and *Rennert Hotels*, see above; restaurants at *Union* and *Camden Stations*; *Women's Exchange*, cor. Charles and Pleasant Sts. (for ladies); *Crown Luncheon Room*, Lexington St., frequented by ladies; *Kelly's Oyster Saloon*, 9 N. Eutaw St.

Tramways (5c.) traverse the chief streets and run to various suburbs.

Cabs. Within district bounded by Broadway, North Ave., Pennsylvania Ave., Fairmont St., Arlington Ave., Cross St., and the Harbour, each pers. 25c. By time 75c. per hr. To *Druid Hill Park*, 1-2 pers. $1½, 3-4 pers.

† On Sunday, Feb. 7th, 1904, while this edition of the Handbook was in preparation, the financial and wholesale business quarter of Baltimore was devastated by one of the most destructive conflagrations on record. The fire swept over an area of 150 acres, destroying buildings and other property to the value of $60,000,000. Fortunately, no lives were lost. The burned area corresponds pretty closely with Squares C5 and D5 on our Plan of the city; but its reconstruction on improved lines was immediately begun.

$2. *Hacks* (with two horses) 50-75 c. for 1 pers., each pers. addit. 25 c., per hr. $1½. Night-fares higher.

Theatres. *Academy of Music* (Pl. C, 4); *New Maryland Theatre*, Franklin St., between Eutaw and Howard Sts. (Pl. C, 4); *Ford's Opera House* (Pl. C, 5); *Lyceum* (Pl. C, 3); *Holliday Street Theatre* (Pl. D, 5); *The Lyric* (Pl. C, 3), opposite Mt. Royal Station, for concerts and public meetings.

Post Office (Pl. D, 5), Monument Sq.

British Consul, *Gilbert Fraser*, 412 Exchange Place.

Baltimore (the '*Monumental City*'), the chief city of Maryland and one of the great seaports of America, is finely situated on the broad estuary of *Patapsco River*, 14 M. from *Chesapeake Bay* (p. 306) and 204 M. from the Atlantic Ocean. The city, which is well laid out and built mainly of a cheerful red brick, is divided into two sections by a stream named *Jones's Falls*, toward which the ground slopes rapidly on either side. In 1900 Baltimore contained 508,957 inhabitants. The Roman Catholic Archbishop of Baltimore (Card. Gibbons) is Primate in the United States.

Baltimore was first laid out as a town in 1729, and received its name from the title of the Barons of Baltimore (Co. Longford, Ireland), founders and proprietaries of the Maryland Colony. In 1780 it had grown sufficiently in importance to be made a port of entry, and it was incorporated as a city in 1796. After the conclusion of the war of 1861-65 its population rapidly increased, and of late years several populous suburbs have been included in its limits. Baltimore has been in one respect more fortunate than other cities of the Southern States. During the War of Independence it was threatened, but not attacked; in the war with Great Britain in 1814 it successfully resisted a combined attack by water and land; and in the war between the States it lay outside the area of actual combat. Its history is, therefore, an almost unbroken chronicle of peace and prosperity. For the fire of 1904, see p. 301 (footnote). — Dr. Holmes has remarked that three short American poems, each the best of its kind, were all written at Baltimore: *viz.* Poe's 'Raven', Randall's 'Maryland, my Maryland', and Key's 'Star Spangled Banner'. The last was written in 1814, while its author was a prisoner on one of the British ships bombarding Fort McHenry (p. 306). Jerome Bonaparte, brother of Napoleon I., married a Miss Patterson of Baltimore, and their descendants still live in the city.

The total value of the manufactures of Baltimore in 1900 was $ 161,250,000 (32,250,000*l.*), in the production of which 79,000 hands were engaged. It is the chief seat of the canning industry of the United States, the materials being the famous oysters of Chesapeake Bay and fruits from its shores. The annual product is 50,000,000 cans, and about 15,000 hands are employed in this industry. Iron, steel, and copper are produced; and the Bessemer Steel Works at *Sparrow's Point* (9 M. from Baltimore) have a daily capacity of 2000 tons. The cotton-duck mills in and near Baltimore run 150,000 spindles, employ about 6000 hands, and produce three-fourths of the sail-duck made in the United States. In brick-making Baltimore ranks fourth among American cities, producing annually 150,000,000. Next to New York it is the largest grain-market on the Atlantic coast, its annual receipts being 50-70 million bushels. The value of the exports of Baltimore in 1903 was $ 84,347,218. In 1901 its harbour was entered and cleared by 1468 sea-going vessels of 2,795,962 tons' burden (besides 3770 coasters).

The water-supply of Baltimore is furnished by the Gunpowder River and Jones's Falls, and is stored in 8 reservoirs with an aggregate capacity of 2275 million gallons, capable of a daily supply of 300 million gallons, the daily consumption being 175 millions. The water from Gunpowder River is brought through a tunnel almost 7 M. long.

Before the days of railway-transportation Baltimore was the principal centre for the trade with the West, the produce from which was carried in huge 'Conestoga' wagons across the mountains and over the

national turnpike to this city. As curious relics of that period there still remain in the older portion of the city, near Jones's Falls, in a neighbourhood locally known as 'Old Town', a few old inns or taverns with spacious yards attached, where stabling was found for these wagons and their long teams of mules. Though now falling into decay, they preserve the type of the old fashioned post-houses. For visiting them, and a few quaint streets containing houses characteristic of the last century, the guidance of a resident is desirable.

The natural centre for the visitor to Baltimore is ***Mt. Vernon Place** (Pl. C, 4), a small square, prettily laid out and suggesting Paris in its tasteful monuments and surrounding buildings. In the middle rises the **Washington Monument** (Pl. C, 4), a column 130 ft. high, resting on a base 35 ft. in height and surmounted by a colossal statue of George Washington. The *View from the top (open from 9 a.m. till 5 p.m.; adm. 15 c.) forms the best introduction to the city.

The monument stands at the intersection of Charles St. (p. 304), running N. and S., and Monument St., running E. and W. To the S. lies the harbour. The dark-grey building to the E., just beyond the railway, is the *Gaol* (Pl. D, 4). Johns Hopkins Hospital (p. 305) is conspicuous to the E.

The other monuments in the square include *Bronzes of Peace, War, Force, Order, and a Lion, by *Barye* (p. 304); a statue of Chief Justice Taney (p. 307), by *Rinehart;* a statue of Peabody (see below), by *Story* (a replica of the one in London); a statue of John Eager Howard by *Frémiet;* and a figure of Military Courage, by *Dubois.*

At the N.E. corner of the square is the handsome *Mt. Vernon Methodist Episcopal Church* (Pl. C, 4). At the S.E. corner of the square stands the ***Peabody Institute** (Pl. C, 4), founded and endowed by Mr. George Peabody (p. 123), for the encouragement of science, art, and general knowledge.

The *Library* (9-10.30), on the groundfloor, contains 150,000 well-selected vols.; the *Reading Room* is large and handsome.

The **Art Gallery** (9-4), on the first floor, contains collections of casts, American paintings, etc. The **Rinehart Collection* consists of casts (Nos. 116-139, 163-167, 168-182) of the works of *William H. Rinehart* (1825-74), a native of Maryland. *No. 166 (Clytia) is an original.

The institution also includes a *Conservatorium of Music.*

Also on the S. side of the square (No. 5) is the house of *Mr. Henry Walters*, containing the celebrated ***Walters Collection,** one of the finest private collections of art in America (open to the public, 11-4, on Wed. in Feb., March, and April, on Sat. also in April; tickets 50 c., sold for the benefit of the poor, at the Stafford, Belvedere, and Rennert Hotels, Albaugh's Ticket Office, Charles St., etc.; also at 1113 Pennsylvania Ave., Washington).

The **Collection of Paintings** (250), in a beautiful gallery lighted from the roof, consists mainly of masterpieces of modern French masters and is remarkable for its uniformly high rank of excellence, almost every canvas being good of its kind. Among the most noted pictures are the following: 8. *Charles Gleyre* (1807-74), Lost illusions; 12. *Alma Tadema*, Triumph of Titus; *13. *J. B. Corot* (1796-1875), Martyrdom of St. Sebastian (a large canvas, 8 ft. × 4 ft.); 19. *Brilon Rivière*, Syria (the Night Watch); 24. *Gilbert Stuart* (1755-1828), George Washington; *32. *Alma Tadema*, Sappho; *46. *Mariano Fortuny* (1838-74), Hindoo snake-charmers; *48. *H. Leys* (1815-69), Edict of Charles V.; *58. *C. Troyon* (1810-65), Cattle drinking; *60. *Millet* (1814-75), Potato harvest; 63. *Gérôme* (1824-1904), Last prayer of Christian martyrs; *74. *Eugène Delacroix* (1798-1863), Crucifixion; *85. *Paul Delaroche* (1797-1856), 'Hémicycle du Palais des Beaux-Arts', a reduced replica,

by the master's own brush, of the mural painting in the Palais des Beaux-Arts at Paris, with figures of great artists and allegorical figures of art, etc.; 85. *E. van Marcke* (d. 1891), The approaching storm; 92. *J. J. Henner*, Nymph; 101. *Horace Vernet* (1789-1863), Italian brigands surprised by papal troops; °103. *Th. Rousseau* (1812-67), Le Givre (winter solitude); °109. *Gérôme*, The duel after the masquerade; 111. *J. L. E. Meissonier* (1816-91), The jovial trooper; 118. *Alma Tadema*, A Roman Emperor (Claudius); 119. *L. de Neuville* (1836-85), Attack at dawn; 135. *Jules Dupré* (1812-89), Sunset; 136. *Jules Breton*, Returning from the fields; °141. *Millet*, Sheepfold; 145. *Eugène Delacroix*, Jesus on the Sea of Galilee; °154. *Meissonier*, '1814' (Napoleon on the retreat from Moscow); 157. *Turner*, Grand Canal, Venice.

Water Colours, Drawings, etc., in small rooms: °200. *Millet*, The Angelus (original design for the well-known painting); 201. *Millet*, Shepherd at the fold; 208. *Rosa Bonheur*, Andalusian bulls; 209. *E. Detaille*, Ready to march; 242-247. Water-colours by *Félix Ziem;* 221. *Meissonier*, Courtyard of the artist's studio; 224. *Rosa Bonheur*, Conversation; °226. *Millet*, The Sower; 236. *O. Achenbach*, Posilipo; 238. *Fred. Walker* (1840-75), Fish-market; 242. *Alex. Bida*, Religious fanatics; *Alma Tadema*, 245. 'Twixt Venus and Bacchus, 246. Xanthe and Phaon; 248. *Millet*, Shepherdess; 250, 251. *Meissonier*, Portraits of himself.

Hall. 300. *W. H. Rinehart* (p. 303), Woman of Samaria; *E. D. Palmer*, 301. First Disappointment, 302. Infant Flora.

The Oriental Room contains a magnificent °Collection of Chinese and Japanese bronzes, enamels, porcelain, ivory-carvings, paintings, etc.

A room upstairs (not usually shown) contains the most extensive existing collection of °Bronzes and Drawings by *A. L. Barye* (1796-1875).

The other treasures of the collection, many of them stowed away in closed cabinets or in rooms not shown to visitors, include art-furniture, European porcelain and metal-work, mosaics, Limoges enamels, and objects of bric-à-brac of all kinds. The whole collection is, however, to be concentrated in a new building erecting in the rear of Mr. Walters' house.

Charles Street (Pl. C, 1-8), one of the chief thoroughfares of the city, leads to the N. from the Washington Monument past the *Union Station* (Pl. C, D, 2, 3; p. 301), near which, at the N. end of the B. & O. tunnel (p. 306), is the handsome *Mt. Royal Station* (p. 301). Following Charles St. to the S., we pass (right) the *First Unitarian Church* (Pl. C, 4) and the back of the **Roman Catholic Cathedral** (Pl. C, 4), which faces Cathedral St. It is surmounted by a dome, 125 ft. high, and contains some interesting paintings. Three plenary councils have been held here. Adjacent is the residence of the Archbishop (p. 302).

In W. Mulberry St., a little to the W. of the Cathedral, is the °**Enoch Pratt Free Library** (Pl. C, 4), a white marble building, with 216,000 books.

At the corner of Cathedral and Mulberry Sts. is the *Calvert Hall College* (Pl. C, 4).

At the corner of Charles St. and Saratoga St., to the right, is the *Y. M. C. Association* (Pl. C, 4; right). Opposite is the *New Mercantile Library* (75,000 vols.).

In W. Saratoga St. stands the **Athenæum** (Pl. D, 4), with the *Maryland Historical Society* (10-4), containing a library and some interesting portraits and relics.

In W. Fayette St., in the graveyard of the *Westminster Presbyterian Church* (Pl. C, 5), is the tomb of *Edgar Allan Poe* (1809-49), with a small monument. Near this point, at the corner of Lombard and Greene Sts., is the **University of Maryland** (Pl. C, 5).

The °**Lexington Market** (Pl. C, 5), a little to the N. of this point, should be visited for its picturesque illustrations of Southern produce and manners (best on Tues. & Frid. mornings and Sat. night).

Farther on Charles St. passes the *Masonic Temple* (Pl. C, 4, 5; left), intersects Baltimore Street (Pl. A-G, 5), the chief business street of the city, and is continued to South Baltimore.

In the meantime, however, we may follow E. Fayette St. to the left to the **Court House** (Pl. D, 5), a handsome white marble building, and the **Post Office** (Pl. D, 5), in front of which rises the *Battle Monument*, erected in 1815 in memory of the struggles of the previous year. Adjacent is a bronze slab, placed here in 1895 to commemorate the old Court House, from the steps of which the Declaration of Independence was read on July 29th, 1776. To the E. of the Post Office is the ***City Hall** (Pl. D, 5), a large and handsome building, with a dome 260 ft. high (view; open, 9-3).

These three important buildings just escaped the fire of 1904, which destroyed the part of the city immediately to the S. of them (see p. 301). — The new **Federal Building**, on the site of the old Custom House (Pl. D, 5), now being erected in Water St., was seriously damaged by the fire.

A little farther along E. Fayette St., just beyond the stream, is the *Merchants' Shot Tower* (Pl. D, 5), a curious relic of 1828, 246 ft. high.

A little to the W. of Mt. Vernon Place, between Howard St. and Eutaw St., are the unpretentious buildings of the ***Johns Hopkins University** (Pl. C, 4; *President Remsen*).

This institution, which forms the highest expression of the phenomenal development of education in Baltimore since the Civil War (comp. below), was founded in 1876 with a legacy of 3½ million dollars (700,000*l.*), bequeathed by *Johns Hopkins* (d. 1873), a Baltimore merchant, and offers special advantages for post-graduate work. It is now attended by 700 students, three-fifths of whom are graduates of other colleges and universities. Its success and influence, however, cannot be measured by the number of its students; and its system of instruction, publications, etc., have been of the greatest importance in stimulating the higher learning and original research. Its laboratories and other institutions are well equipped, and its library contains 110,000 volumes. The hall on the groundfloor contains good portraits of the president and professors.

The *Johns Hopkins Hospital (Pl. F, 4; tramway viâ Centre St.), opened in 1889, is also due to the liberality of Mr. Hopkins, who bequeathed over $ 3,000,000 (600,000*l.*) for its foundation.

Both as a scientific and charitable institution, this hospital is a worthy pendant to the University; and in the completeness of its equipments and excellence of its system, it ranks with the foremost hospitals in the world.

Among the numerous other **Charitable Institutions** of Baltimore, many of which are of great interest, are the *Bay View Asylum* or *City Alms House*, for paupers; the *State Blind Asylum* (Pl. D, 2); the *Children's Aid Society;* the *City Hospital* (Pl. D, 4); the *Church Home; St. Joseph's Hospital* and other noble charities of the R. C. church; and the **Wilson Sanitarium*, 5 M. from Baltimore (p. 307), for affording change of air to sick children and their mothers in summer.

The *Wells & McComas Monument* (Pl. E, 4), passed on the way to the Johns Hopkins Hospital, is to the memory of two youths who killed the British commander, Gen. Ross, at the battle of North Point (Sept. 12th, 1814), and were themselves killed immediately afterwards.

Persons interested in the higher education of women should not omit to visit the ***Woman's College** (Pl. D, 2), St. Paul St., and the ***Bryn Mawr School** (Pl. C, 3; built by *H. R. Marshall*), Cathedral St., two admirable and well-equipped institutions. The *Friends'*

School, in Park Ave., at the cor. of Laurens St. (Pl. C, 3, 4), may also be mentioned. — The **First Presbyterian Church* (Pl. C, 4), Park St., is a good specimen of Dec. Gothic, with a spire 250 ft. high. — The *Synagogues* of the Baltimore Hebrew Congregation, at the corner of Robert St. and Madison Ave. (Pl. B, 2), and of the Oheb Shalom Congregation, at the corner of Eutaw Pl. and Lanvale St. (Pl. B, 3), are two imposing structures. To the S.W. of the Bryn Mawr School, at the corner of Bolton & Hoffmann Sts., is the *Fifth Regiment Armoury* (Pl. C, 3).

Baltimore prides itself with justice on **Druid Hill Park** (Pl. A, B, 1), a pleasure-ground of about 700 acres, which owes its beauty in great part to the fact that it had been preserved as a private park for 100 years before passing into the hands of the city. Its hills afford beautiful views. *Druid Lake*, $^1/_2$ M. long, is one of the reservoirs of the city waterworks (p. 302). The old *Mansion House* contains a restaurant, and there is a small zoological collection near by. Washington, Columbus, Wallace (replica of the statue at Stirling), and Poe (1904) are commemorated by monuments in Druid Hill Park. The *Main Entrance* may be reached by tramway viâ Madison Ave. or Druid Hill Ave. Those who drive should choose the route through *Eutaw Place (Pl. A, B, 2, 3).

Clifton Park (Pl. G, 1), in the N.E. part of the city, contains the old mansion of Johns Hopkins (p. 305). — *Patterson Park* (Pl. G, 5), the 'lung' of the E. quarters of the city, contains earthworks thrown up to defend the city against the British in 1814 (p. 302). — *Greenmount Cemetery* (Pl. D, E, 2, 3) contains the graves of Mme. Patterson Bonaparte (d. 1879; see p. 302), Junius Brutus Booth (d. 1852), the actor (father of Edwin Booth). Johns Hopkins, etc. — The best view of the water-front is obtained from *Federal Hill Park* (Pl. D, 6), in S. Baltimore.

The **Harbour**, 3 M. long and $^1/_2$-$^3/_4$ M. wide, consists of an outer bay accessible to the largest vessels and an inner basin for vessels of lighter draught. Its entrance is commanded by **Fort McHenry** (Pl. G, 8; electric tramway), which offers little beyond its historical interest (see p. 302).

The elaborate system of **Tunnels** by which the railways traverse Baltimore deserves the attention of the engineer. The Pennsylvania R. R. crosses the city from E. to W. by the *Union Tunnel* ($^2/_3$ M.) and the *Baltimore & Potomac Tunnel* ($1^3/_8$ M.), with an open stretch of $^3/_4$ M. (containing the Union Station) between them. The *Baltimore & Ohio Tunnel* runs from N. to S. ($1^1/_2$ M.), and the trains passing through it are worked by electricity.

Excursions from Baltimore.

Chesapeake Bay is the largest inlet on the Atlantic coast, with a length of 200 M. and a breadth of 10-20 M. It receives the waters of the Susquehanna, Potomac, James, and other rivers, and is navigable for the largest vessels. The bay is a favourite resort of sportsmen, and its game (canvas-back ducks, etc.), fish, terrapins, and oysters have a wide reputation. The E. shore is not much frequented, but there are several summer-resorts on the W. shore, among which may be mentioned *Bay Ridge* (32 M.), with fair hotels and other accommodation. *Tolchester Beach* (25 M.) is on the E. shore. In summer steamers run regularly to different points in the Bay (see daily papers), and the visitor is recommended to make a day-trip on one of these, the numerous inlets into which they penetrate

with the mails imparting constant variety to the scenery. *Annapolis* (see below), *Old Point Comfort* (p. 415) and *Norfolk* (p. 414; 'Bay Line' in 12-13 hrs.), etc., may be reached by steamer on Chesapeake Bay. Steamer to *Washington*, see p. 308.

Lake Roland (225 ft.), 8 M. to the N. (N. Cen. R. R.), one of the chief reservoirs of the Baltimore Waterworks, is frequently visited; and *Gunpowder River*, another source of the water-supply, is also attractive.

At *Ellicott City*, 15 M. to the W. of Baltimore (B. & O. R. R.), is the large *Maryland Hotel Sanitarium*, with all sorts of hydropathic, galvanic, and other appliances (city office, 1221 Madison Ave.).

Among other favourite resorts of the Baltimoreans are those in the *Blue Ridge Mts.* (see below); and excursions may also easily be made to *Gettysburg* (p. 291), *Harper's Ferry* (p. 328), *Washington* (p. 309), the *Shenandoah Valley* (p. 429), etc.

From Baltimore to Cherry Run, 103 M., *Western Maryland Railroad* (Hillen St. or Union Station) in 4¼-5 hrs. (return-fare to Blue Mt. House or Gettysburg $ 3.60). This line leads to several favourite resorts in the *Blue Ridge Mts.* and to *Gettysburg*. — The train runs to the N.W. 8 M. *Mt. Hope*, with a large Retreat for the Insane; 13 M. *Mt. Wilson*, with the Sanitarium mentioned at p. 305; 20 M. *Emory Grove*, the junction of a branch-line to (31 M.) *Gettysburg* (see p. 291); 34 M. *Westminster* (700 ft.); 49 M. *Bruceville* (415 ft.), for (17 M.) *Frederick* (p. 328). 69 M. *Blue Ridge* (1375 ft.), where the line crosses the summit of the Blue Ridge Mts., is the station for *Monterey Springs* (Hotel, $ 2½). 70½ M. *Buena Vista*, connected by tramway with (2 M.) *Buena Vista Spring Hotel*. — 71 M. Pen-Mar (1200 ft.; *Pen-Mar Ho.*, *Washington Cliff Ho.*, *Mt. Royal Inn*, $ 2; *Imperial*, $ 1½-2), named from its situation on the boundary between Pen(nsylvania) and Mar(yland), is one of the most popular resorts in the Blue Ridge Mts. A fine view of the *Cumberland* and *Shenandoah Valleys* (pp. 288, 429) is obtained from (2 M.) **High Rock* (2000 ft.), and **Mt. Quirauk* (2500 ft.) is another good view-point. — 72 M. *Blue Mountain House* ($ 3-3½), a large and excellent hotel, is, perhaps, the best point for those who wish to stay a few days in the neighbourhood, being less invaded by the excursionist than Pen-Mar. — 75 M. *Edgemont* is the junction of the Cumberland Valley branch to *Chambersburg* (p. 292). 87 M. *Hagerstown* (p. 238); 93 M. *Williamsport* (p. 284). — 103 M. *Cherry Run*.

From Baltimore to Harrisburg, 85 M., *Northern Central R. R.* in 2½-3½ hrs. — 7 M. *Hollins*; 46 M. *Hanover Junction*; 57 M. *York*; 83 M. *Bridgeport*. — 85 M. *Harrisburg*, see p. 288.

From Baltimore to Annapolis, *Annapolis & Baltimore Short Line* (26 M.) in 1 hr. (return-fare $ 1 25, on Sat. 50 c.). The line skirts *Chesapeake Bay* (left), crossing several of its arms. The intermediate stations are unimportant. — Annapolis may also be reached by the B. & O. R. R. (38 M.; 1-1¼ hr.), viâ Annapolis Junction, or by the Penn. R. R. (33 M.; return-fare $ 1½), with change of cars at Odenton or Annapolis Junction.

26 M. **Annapolis** (*Carvel Hall*, from $ 3; *The Maryland*, $ 2½; board, even for one night, at *Miss Buchanan's*, Maryland Ave., cor. of Harrison St., $ 2, and at *Mrs. Handy's* and *Mrs. Igleheart's*, Church Circle), the quaint and quiet little capital of Maryland, with 8525 inhab., is pleasantly situated at the influx of the *Severn* into Chesapeake Bay. It carries on a considerable trade in oysters. The traveller is advised to begin his visit with the *View from the dome (200 ft. high) of the *State House* (apply to janitor), near the centre of the town. The Senate Room (to the right on entering) was the scene of Washington's surrender of his commission in 1783 and of the First Constitutional Convention in 1786. In front of the State House is a colossal *Statue of Chief Justice Taney* (1777-1864), by Rinehart. To the left is a *Statue of Gen De Kalb* (1721-80). The *Old City Hotel* was once frequented by George Washington (adm. on application to janitor). Some of the old Colonial houses and churches are interesting (comp. p. xci), such as the so-called *Richard Carvel House* (from Winston Churchill's novel; now a school of the Sisters of Notre Dame) and the vine-covered *Church of St. Anne*, opposite the large new *Post Office*. The chief lion of Annapolis

is, however, the *United States Naval Academy, founded in 1845 for the education of officers for the navy, as West Point (p. 194) was for army officers. The cadets, of whom there are about 330, are nominated in the same way as the West Point cadets and are under similar discipline. The course of instruction comprises four years at the Academy and two at sea. Among the chief points of interest for visitors are the *Old Ships; old Fort Severn*, now a gymnasium; the *Boat House*, with its rigging-loft ballroom; the *Seamanship House*, with its models; the *Steam House*, for instruction in everything connected with steamships; the *Armoury*, 400 ft. long; the *Ship House*; and the new *Cadet Quarters* (the largest granite building in the world), with mess-rooms, etc. The drills, parades, and fencing take place after 4 p.m., when the 'recitations' (classes) end.

42. From Baltimore to Washington.

a. Viâ Philadelphia, Baltimore, & Washington Railroad.

43 M. Railway in 1-1¾ hr. ($1.20; parlor-car 25 c.). This forms part of the Pennsylvania line from New York to Washington (228 M.; express in 5-6 hrs., $6.50; sleeper $2, parlor-car $1.25).

The trains start from the *Calvert* and *Union Stations* (see p. 301) and pass below the N.W. quarters of the city by a tunnel 1⅛ M. long. 19 M. *Odenton* is the junction of a line to (14 M.) *Annapolis* (p. 307) and (18 M.) *Bay Ridge* (p. 306). 40½ M. *Navy Yard* (p. 323). In approaching Washington we thread a tunnel 300 yds. long. Fine view of the Capitol to the right.

43 M. *Washington*, see p. 309.

b. Viâ Baltimore & Ohio Railroad ('Royal Blue Line').

40 M. Railway in ¾-1¾ hr. (fares as above). Express from New York in 5-5½ hrs. (fares as above).

Baltimore, see p. 301. At (9 M.) *Relay Station* the train crosses the fine *Washington Viaduct*, the oldest railway-bridge of stone in America, over the *Patapsco River*. From (18 M.) *Annapolis Junction* a line runs to (20 M.) *Annapolis* (p. 307). 34 M. *Hyattsville*.

40 M. *Washington*, see p. 309.

c. By Water.

Steamers of the *Weems Steamboat Co.* leave Pier 9, Light St., Baltimore, on Tues., Thurs., & Sat. at 5 p.m., and reach Washington (7th St. Wharf) on the following days at 11 p.m. (fare $2; stateroom $1½-2½; meals 50 c. each).

The steamers ply down *Chesapeake Bay* (p. 306) and up the *Potómac* (p. 310), calling at many small stations. Among the places passed after rounding *Point Lookout* (right) and entering the river are *St. Mary's City* (r.), the landing-place of Leonard Calvert, first Governor of Maryland, in 1634; *Wakefield* (left), the birthplace of George Washington (1732-99), with a monument erected in 1897; *Mathias Point* (l.), heavily fortified by the Confederates in the Civil War; *Indian Head*, with Government proving ground for heavy ordnance; *Mt. Vernon* (p. 325); and *Alexandria* (p. 325). The trip is, perhaps, better made in the reverse direction, when these points of historic interest are passed by daylight. — *Washington*, see p. 309.

43. Washington.

Railway Stations. *Baltimore & Potomac (Pennsylvania) Railroad* (Pl. E, 4; restaurant), cor. of Sixth and B Sts.; *Baltimore & Ohio* (Pl. F, 3), cor. of New Jersey Ave. and C St. [Plans have been made for a large new Union Railway Station, in connection with an extensive scheme of relegating the intramural tracks to a tunnel and other improvements.] — *Hotel Omnibuses* meet the chief trains (25 c.). *Cab* into the town, each pers. 25-35 c. (see below).

Hotels. ²New Willard (Pl. e; D, 3), cor. of Pennsylvania Ave. and 14th St., with palm-garden restaurant, R. from $ 2; Arlington (Pl. a; D, 3), Vermont Ave., $ 5; Shoreham (Pl. b; D, 3), 15th St., from $ 5, R. from $ 2; Gordon (Pl. c; C, 3), 916 16th St., $ 4-5, R. from $ 1; Normandie (Pl. d; D, 3), McPherson Sq., from $ 4, R. $ 1-3; The Cochran (Pl. s; D, 3), 14th and K Sts., from $ 4; The Raleigh (Pl. r; D, 3), cor. Pennsylvania Ave. and 12th St., R. from $ 1½, commercial; The Cairo (Pl. p; C, 2), cor. of 16th and Q Sts., $ 3½; Ebbitt Ho. (Pl. f; D, 3), F St., near 14th St., $ 4; Riggs Ho. (Pl. g; D, 3), cor. G and 15th Sts., $ 3-5; Metropolitan (Pl. i; F, 4), Pennsylvania Ave., $ 2½-4, these three old-established houses on the American plan, much frequented by politicians; Colonial (formerly *Wormley's*; Pl. h, D 3), cor. H and 15th Sts., $ 2½-4; Barton's (formerly *Welcker's*; Pl. k, D 3), from $ 3, R. from $ 1½ (frequented by sporting men); The Grafton (Pl. q; C, 2), Connecticut Ave., between L & M Sts, from $ 3, quiet and comfortable; The Regent (Pl. m; D, 3), cor. Pennsylvania Ave and 15th St., $ 3, R. from $ 1; Driscoll (Pl. l; F, 4), B St., cor. of 1st St., from $ 3, R. from $ 1½; National (Pl. n; E, 4), Penn. Ave., $ 2½-4, R. from $ 1; Bancroft (Pl. t; C, 3), 18th and H Sts., $ 2½-3½; Dewey (Pl. v; D, 3), L St., from $ 3½; Richmond (Pl. u; C, 3), 17th and H Sts., $ 4; St. James (Pl. o; E, 4), R. from $ 1; La Fetra's Temperance Hotel (Pl. x; D, 3), cor. of G and 11th Sts., unpretending, $ 1½ 2, R. from $ 1. Also numerous small *Family Hotels* and *Boarding Houses* ($ 10-20 a week).

Restaurants. At the *Willard*, *Shoreham*, *Raleigh*, and other hotels on the European plan (see above); *Harvey*, 1016 Pennsylvania Ave. (steamed oysters, etc.); *Loeskum*, 1325 F St.; *Hancock*, 1234 Pennsylvania Ave., a quaint little place (men only), with a collection of relics; *Capitol Restaurants*, see p. 342; *Fussell*, 1425 New York Ave. (ice-cream, etc.); *La Fetra's Luncheon Rooms*, see above (frequented by ladies); restaurant of the *Pennsylvania Station* (see above). Munich beer at *Fritz Reuter's Rathskeller*, cor. of 8th and E. Sts., frequented by Germans.

Tramways (mostly on the 'underground trolley' system) and **Omnibuses** (*'Herdics'*) traverse many of the principal streets.

Cabs (*Hacks* and *Hansoms*). For 15 squares each pers. 25 c., each addit. 5 squares 10 c., at night (12.30-5 a.m.) 40 and 15 c.; per hr., 1-2 pers., 75 c., each addit. ¼ hr. 20 c., 3-4 pers. $ 1 and 25 c., at night $ 1, 25 c., $ 1¼, 35 c. Two-horse Hacks, 1-4 pers., per. hr. $ 1½, each addit. ¼ hr. 25 c. To *Arlington* $ 5, *Soldiers' Home* $ 5, *Great Falls of the Potomac* $ 20.

Steamers ply daily from 7th St. Wharf (Pl. E, 5) to *Norfolk* (p. 411), *Old Point Comfort* (p. 415), *Mt. Vernon* (p. 325), and other river-landings; also, at irregular intervals (see daily papers), to *Baltimore* (p. 304), *Philadelphia* (p. 259), *New York* (p. 7), *Boston* (p. 94), etc. *Steam Ferry* hourly from 7th St. Wharf to *Alexandria* (p. 325; fare 15 c.).

Theatres. *New National Theatre* (Pl. D, 3), E. St.; *Columbia* (Pl. D, 3), F St.; *Lafayette Theatre* (Pl. D, 3), Lafayette Sq.; *Academy of Music*, cor. of D and 9th Sts. (Pl. E, 3); *Chase's New Grand Theatre*, 1824 Pennsylvania Ave. (Pl. D, 3), for 'polite vaudeville'; *Empire* (Pl. D, E, 4), 9th St., prices 10-50 c.

The **Seeing Washington Observation Cars** give a good general idea of the city in the course of a round trip of 2 hrs., passing most of the buildings of interest mentioned in the text. The guide also points out the homes of many distinguished residents of Washington, past and present. The cars leave the waiting-room at 1417 G St., opposite the Treasury Department (p. 349), daily, including Sun., at 10 a.m. and 2 p.m. (fare 50 c.).

Art Collections. *Corcoran Gallery*, see p. 320; *Waggaman's Private Gallery*, see p. 321 (on Thurs., Feb. to April, 11-4; fee 50 c., devoted to charity; tickets at 1113 Pennsylvania Ave.; free on Sunday p.m.).

Clubs. *Metropolitan* (Pl. C, 5); *Army & Navy*, 1622 I St.; *Cosmos* (scientific; Pl. D, 3); *University; Gridiron Club; Washington*, for ladies, 1710 I St.

General Post Office (Pl. D, 3), Pennsylvania Ave., between 11th and 12th Sts.

British Embassy (Pl. C, 2), Connecticut Ave.; *Sir Henry Durand*, G. C. M. G., K. C. B., Ambassador.

Note. Visitors will find all the official addresses and much miscellaneous information of a useful nature in the *Congressional Directory* (35 c.).

The *City of Washington*, the capital of the United States, lies on the left bank of the *Potomac*, at the confluence of the main stream with the E. branch, 136 M. from Chesapeake Bay and 185 M. from the Atlantic Ocean. It covers an area of about 10 sq. M., and in 1900 had 218,196 inhab. (with *Georgetown*, 232,745). The city is in many respects one of the most beautiful in the United States, being finely laid out, with wide asphalted streets, opening up vistas of handsome public buildings, monuments, or leafy squares, with the Capitol and the Washington Monument dominating the entire view. Its plan may be described as that of a wheel laid on a gridiron, the rectangular arrangement of the streets having superimposed upon it a system of radiating avenues, lined with trees and named for the different states of the Union. The streets running N. and S. are numbered, those running E. and W. are named by the letters of the alphabet. The *Circles* formed by the intersection of the streets and avenues are one of the most charming features of the city. *Pennsylvania Avenue*, between the Capitol and the White House (a distance of $1\frac{1}{3}$ M.), is the chief thoroughfare, and other important business-streets are *7th St.*, *14th St.*, *9th St.*, and *F St.* Among the finest residence-streets are **New Hampshire Avenue*, **Massachusetts Ave.*, *Vermont Ave.*, *Connecticut Ave.*, and *16th St.*

The present site of the national capital of the United States was selected in 1790, mainly through the agency of George Washington; and the **Federal District of Columbia**, 100 sq. M. in area, was set apart for this purpose, on territory ceded by Maryland and Virginia. The Virginia portion of the district was, however, retroceded in 1846, and the present area of the District of Columbia is 65 sq. M. Its population in 1900 was 278,718 (92,000 coloured). The district is ruled directly by the President and Congress, through a board of Commissioners appointed under an act of 1874; and its inhabitants belong to no state and have no voice either in national or local government. The plan of the city of Washington was due to *Major L'Enfant*, a French officer of engineers; and the intention was to make the Capitol (see p. 311) its centre, with streets and avenues radiating from it in all directions. It was at first proposed to call it *Federal City*, but this name was changed to Washington in 1791.

The foundation-stone of the Capitol was laid in 1793; the seat of government was removed to Washington in 1800; and in 1802 the city received its charter. In 1814 the city was taken by the British, who burned the Capitol. In 1810 the population was 8208; in 1840 it was 23,364; and in 1890 it was 188,932. In 1871 the city was still in a very backward condition; but the substitution in that year of a territorial for a municipal government inaugurated a series of reforms, which completely revolutionized the appearance of the city and left it one of the most comfortable and beautiful in the world. The commerce and manufactures of Washington are unimportant, and its prosperity depends on its position as the seat of Congress and the Government Offices. There are probably 40,000 army and navy officers and civil servants in Washington, and these

with their families make a large proportion of the population. It is emphatically the scientific centre of the country, and its ten scientific societies contain 4000 members. The sobriquet of 'City of Magnificent Distances', applied to Washington when its framework seemed unnecessarily large for its growth, is still deserved, perhaps, for the width of its streets and the spaciousness of its parks and squares.

The best time to visit Washington is during the sitting of Congress, which lasts from the first Mon. in Dec. to March 4th in the odd-numbered years, and till June, July, or later in the even-numbered years. The city itself is seen to greatest advantage in May or October. In summer (July-Sept.) it is very hot and is deserted by many of its inhabitants. The Public Offices are all open to the public, free, between 9 or 10 and 2; and the attendants will show on application any rooms not actually occupied.

The **Capitol (Pl. F, 4), finely situated on a hill 90 ft. above the level of the Potomac, dominates the entire city with its soaring dome and ranks among the most beautiful buildings in the world. It is 751 ft. in length and 121-324 ft. wide, and consists of a main edifice of sandstone, painted white, and of two wings of white marble. It covers an area of 3½ acres. The main building, with its original low-crowned dome, was completed in 1827; the wings and the new iron *Dome* were added in 1851-65. Numerous architects have been employed on the building, of whom it may be enough to mention *Mr. T. U. Walter*, designer of the extensions and the dome. The general style is classic, with Corinthian details. The principal façade looks towards the E., as the city was expected to spread in that direction, and the Capitol thus turns its back upon the main part of the city and on the other government buildings. A fine marble **Terrace* (view), 884 ft. long, approached by two broad flights of steps, has, however, been constructed on the W. side of the Capitol and adds great dignity to this view of the building. The dome, which is 268½ ft. high, is surmounted by a figure of Liberty, by *Crawford*, 19½ ft. high (comp. p. 316). The total cost of the building up to the present time has been $ 16,000,000 (3,200,000*l.*).

The Capitol stands in a park of about 50 acres in extent, laid out by *Olmsted*. In the plaza on the E. side, opposite the central portico, is a colossal *Statue of George Washington*, by *Greenough*.

The *Front* or *East Façade* is preceded by three porticos, the main entrance being in the centre. To the right of the central portico is the *Settlement of America*, a marble group by *Greenough;* to the left is the *Discovery of America*, a figure of Columbus by *Persico*. In the pediment above the portico is a relief of the *Genius of America*, by *Persico;* and in the pediment above the N. portico is a group representing the *Civilization of the United States*, by *Crawford*. The inauguration of the Presidents of the United States takes place on the broad steps in front of the main doorway.

*Interior (open, 9-4; guide, unnecessary, 50 c. per hr.). The beautiful **Bronze Doors* are adorned with reliefs by *Randolph Rogers*, representing events in the life of Columbus (cast at Munich, 1851). To the right and left are statues of *Peace and War*, by *Persico*. — We first enter the —

Rotunda, below the Dome, 96 ft. in diameter and 180 ft. high. The walls are adorned with eight historical paintings (named from right to left): 1 (to the right) Landing of Columbus in 1492, by *Vanderlyn;* 2. Em-

barkation of the Pilgrims at Delfthaven in 1620, by *Weir*; 3. Washington resigning his commission at Annapolis in 1783, by *Trumbull*; 4. Surrender of Cornwallis in 1781, by *Trumbull*; 5. Surrender of Burgoyne at Saratoga in 1777, by *Trumbull*; 6. Signing the Declaration of Independence (1776), by *Trumbull*; 7. Baptism of Pocahontas (1613), by *Chapman*; 8. Discovery of the Mississippi by De Soto in 1541, by *Powell*. Above these paintings is a band of frescoes, in imitation of relief, by *Brumidi* and *Costagini*, representing scenes from American history from the Landing of Columbus to the Celebration of the Centennial of Independence at Philadelphia. The ceiling painting, also by *Brumidi*, depicts the Apotheosis of Washington, with figures of Liberty, Victory, the 13 Original States, and other allegorical groups. The reliefs above the doors represent the Landing of the Pilgrims, Penn's Treaty with the Indians, Pocahontas and Capt. Smith, and Daniel Boone and the Indians. The Rotunda also contains statues of Lincoln (by *Miss Ream*, now *Mrs. Hoxie*), Jefferson (by *David d'Angers*), Hamilton (by *Stone*), Grant (by *Simmons*), and E. D. Baker (by *Stone*). — A staircase at the N.W. corner of the Rotunda ascends to the *Whispering Gallery*, in the interior of the dome, and to the lantern on the top of the dome (268½ ft.), which commands a splendid View of Washington. Pennsylvania Avenue (r.) and Maryland Avenue (l.) diverge like the spokes of a fan, and between them is the Mall, a broad enclosure containing the Smithsonian and other public institutions, with the tall Washington Monument towering above all. The Pension Office is conspicuous to the N.W. and the Post Office is prominent on the left side of Pennsylvania Ave. The White House is almost concealed by the Treasury (at the end of Pennsylvania Ave.). — The door on the W. side of the Rotunda leads to the rooms formerly occupied by the Congressional Library (p. 313).

The door on the S. side of the Rotunda leads to the Old Hall of Representatives, now the 'National Hall of Statuary', a semicircular apartment, containing statues of eminent Americans, each State being allowed to send 'effigies of two of her chosen sons'. There are also a statue of Washington (cast of *Houdon's* statue, p. 400), a bronze bust of Washington presented in 1904 by the Count de Rochambeau, the Marquis de Lafayette, and other Frenchmen, and a few portraits. The allegorical *Clock* is by *Franzoni*. A brass plate in the S.W. corner of the floor marks the spot where *John Quincy Adams* fell on Feb. 21st, 1848, two days before his death. This room has some curious 'whispering gallery' properties, which, however, require the aid of an habitué to discover.

Leaving the Statuary Hall by the corridor on its S. side, we next enter the wing devoted to the House of Representatives.

The **Hall of Representatives** (open to visitors before noon, when the House meets; galleries open at all times), occupying the centre of this wing, is a plain and business like apartment, 139 ft. long, 93 ft. wide, and 36 ft. high. It contains desks for 352 members and 4 delegates. To the right of the Speaker is the pedestal on which the mace is placed when the House is called to order. To the right and left are portraits of Washington (by *Vanderlyn*) and Lafayette (by *Ary Scheffer*). On the same wall is a fresco by *Brumidi* (Washington demanding the surrender of Cornwallis at Yorktown). Like the House of Commons, the hall is lighted through glass-panels in the ceiling. The *Galleries* round the Hall can seat 2500 people; different sections are reserved for ladies (with their escorts), gentlemen, the press, the diplomatic corps, and the families of members and officials. The general proceedings of the House are roughly similar to those of the House of Commons, but the noise and confusion are greater and it is a rare thing for a speaker to receive the attention of the whole House. The Republicans affect one side of the hall, and the Democrats the other. The Speaker has no distinguishing dress, and members do not wear their hats in the House. A novel feature to the European visitor is the presence in the House of a number of page boys, who are summoned by the clapping of hands.

The Hall is surrounded with corridors, affording access to *Committee Rooms* (many of them with frescoes) and the *Rooms of Officials*.

On the E. and W. are *Staircases* ascending to the *Galleries*. On the

wall of the E. staircase is a large painting, by *Carpenter*, of the Signing of the Proclamation of Emancipation, with portraits of Lincoln and his Cabinet (Sept. 22nd, 1863); at its foot is a statue of Jefferson, by *Powers*; and at its head are portraits of Henry Clay and others. On the W. staircase is *Leutze's* large painting of Westward Ho, with a view of the Golden Gate, by *Bierstadt*, below; at the foot of the staircase is a bronze bust of an Indian chief, and at the top is a portrait of Chief Justice Marshall. The upper floor also contains various *Committee Rooms*. — The basement-floor, below the House of Representatives, contains a good *Restaurant*.

The door on the N. side of the Rotunda (p. 311) leads into the N. wing of the original Capitol (see p. 311), on the right (E.) side of which is the **Supreme Court Room**, formerly the *Senate Chamber* (open to visitors). The U. S. Supreme Court consists of a Chief Justice (Hon. M. W. Fuller) and eight Associate Justices. Sessions from Oct. to May (12-4). The judges wear robes but no wigs, the counsel neither gowns nor wigs. — In the *Robing Room* are portraits of former Chief Justices.

We now pass through a corridor leading to the Senate Wing. The **Senate Chamber** is smaller (113 ft. long, 80 ft. wide, and 36 ft. high) and more ornate than the House of Representatives. The general arrangements of the seats, galleries, etc., are like those of the House, and the Senate also meets at noon. The Vice President of the United States is the official President of the Senate; and niches in the walls contain busts of all the Vice-Presidents. The Senators are 90 in number. — To the N. of the Senate are the *President's Room*, richly adorned with frescoes and gilding; the *Senators' Reception Hall* or *Marble Room*; and the *Vice-President's Room*, with a fine portrait of Washington, by Rembrandt Peale. When the Senate is in session, visitors to these rooms require the permission of a Senator; at other times they may enter them, if open, and apply to the messengers if closed. Several of the *Senate Committee Rooms* are also handsomely decorated. — At the foot of the **E. Staircase*, ascending to the *Galleries*, is a statue of Franklin by *Powers*; on the wall is Perry's Victory on Lake Erie (1813), a large painting by *Powell*; at the top are portraits of Webster, Calhoun, and Clay. At the foot of the *W. Staircase* is a statue of John Hancock, by *Stone*; on the wall is the Storming of Chapultepec, Mexico (1847), by *Walker*. At the head of this staircase is a portrait of Washington by *C. W. Peale*. The rooms and corridors of the *Upper Floor* contain various portraits and paintings. In the basement is a *Restaurant*.

The **Bronze Doors* of the Senate Wing, opening on the N.E. portico, represent various scenes of American history, in relief, by *Crawford*.

The **Basement** of the Capitol contains *Committee Rooms*, *Storage Rooms*, *Restaurants* (see above), etc. The walls and ceilings of the corridors are frescoed, and some of the Committee Rooms are also handsomely decorated (admission on application to the messengers). The *Ventilating and Heating Apparatus* is also interesting. In the centre, below the Dome, is the *Crypt*, with 40 Doric columns. In a small vestibule, reached from the outside by the door under the colonnade to the right of the main steps, are *Six Columns*, in the form of stalks of Indian corn, said to have been suggested by Jefferson (comp. p. xci).

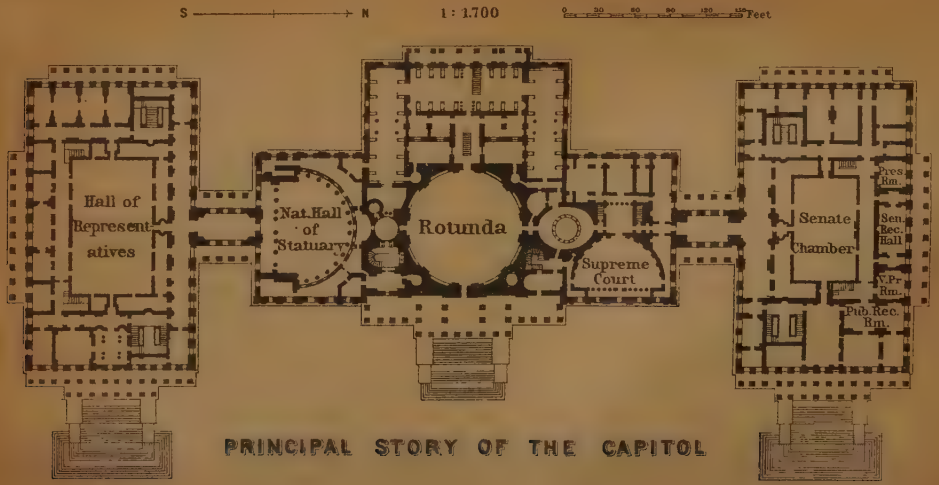
We may leave the building by the W. terrace and steps (see p. 311).

To the S.E. of the Capitol stands the ***Library of Congress** (Pl. F, 4), an enormous structure in the Italian Renaissance style, 470 ft. long and 340 ft. wide, erected in 1888-97 at a cost of $ 6,180,000. The building was accomplished by *Gen. T. L. Casey*, Chief of Engineers U. S. A., with the aid of *Bernard R. Green*, *E. P. Casey*, *J. L. Smithmeyer*, and *P. J. Peltz*. It is in the form of a quadrangle, enclosing four courts and a central rotunda surmounted by a flat gilded dome and lantern. The main entrance, on the W. side, is preceded by a broad flight of steps and a granite terrace, against the retaining wall of which is an effective fountain

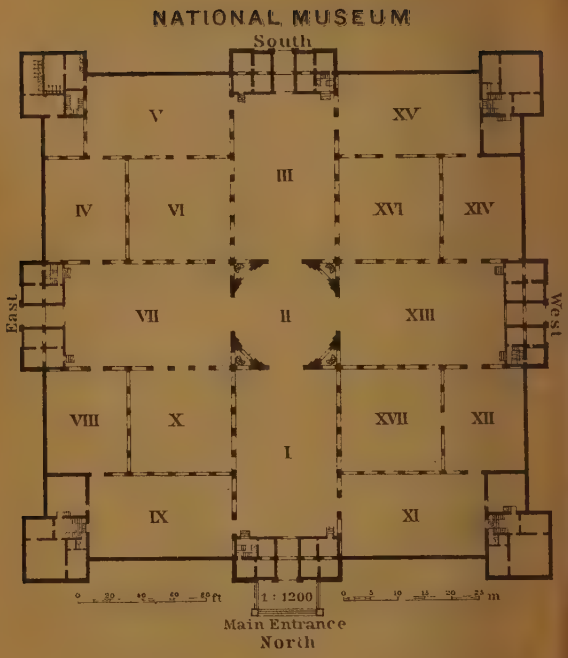
by *R. Hinton Perry*. At each corner and in the middle of the W. and E. façades are projecting pavilions. The sculptural adornment of the ornate W. façade includes a series of ethnological heads (over the windows), busts of Demosthenes, Emerson, Irving, Goethe, Franklin, Macaulay, Hawthorne, Scott, and Dante (portico), and groups representing Literature, Art, and Science (spandrels of the entrance-porch). The three bronze doors represent Printing (centre), Tradition (left), and Writing (right), the first by *Fred. Macmonnies*, the others by *Olin L. Warner*. — The library can accommodate 4 or 5 million vols., and at present contains over 1,100,000, besides 100,000 MSS., 69,000 maps, 366,000 pieces of music, and 142,000 prints. Its use is free to all adults, but none but members of Congress and a few privileged officials have the right to take books out of the building. The staff numbers 300. The building is open to visitors from 9 a.m. to 10 p.m. Descriptive handbooks at the entrance (10 and 25 c.). Restaurant in the attic of the pavilion (elevator).

The *Interior of the Congressional Library is sumptuously adorned with painting, sculpture, coloured marbles, and gilding. These decorations, while very unequal in merit and at times somewhat confused and over-garish, produce on the whole a very imposing effect. No fewer than fifty American artists are represented in the work. Only a few of the numerous paintings can be mentioned below; for details the reader is referred to the works themselves and to the special handbooks mentioned above. The W. portico opens on the MAIN ENTRANCE HALL, constructed of white Italian marble. To the right and left are massive marble staircases, richly adorned with sculpture and with bronze figures as lamp-bearers. The ceiling of the Hall, 72 ft. above the marble flooring, is resplendent in blue, green, and yellow. The arcade or vestibule on the W. side of the hall has stucco figures of Minerva and a coffered ceiling in white and gold. The arcade to the S. is adorned with *Paintings by *Henry O. Walker*, representing Poetry. In the N. arcade are paintings by *C. S. Pearce*, representing the Family, Religion, Labour, Study, Recreation, and Rest as factors in civilisation. The E. arcade, opening from the Hall by a triple *Commemorative Arch*, contains the Evolution of the Book, painted by *J. W. Alexander*. The lobby beyond, leading to the Reading Room (see below; this entrance for readers only), has five paintings by *Elihu Vedder*, symbolizing different forms of Government. To the left of the E. arcade is the *Librarian's Room*, with a ceiling-painting of Literature by *E. J. Holslag*. — The S.W. CURTAIN CORRIDOR (on the side next the court), leading to the S. from the Entrance Hall, has Greek Heroes by *Walter McEwen*. It opens on the gorgeous HOUSE OF REPRESENTATIVES READING ROOM. In the S.W. Pavilion is the more dignified SENATE READING ROOM, opposite which is the entrance to the PERIODICAL READING ROOM. — The N.W. CURTAIN CORRIDOR has paintings of the Muses by *Edw. Simmons*. The N.W. PAVILION is decorated by *Dodge* and *Thompson;* it contains an interesting exhibition of maps and charts, continued in the MAP ROOM.

We now ascend to the first floor. The CORRIDORS above the arcades of the Entrance Hall are adorned with symbolical frescoes of the Virtues (in a Pompeian style) by *Maynard* (N. and S.), the Senses (on the ceiling) and figures of Wisdom, Understanding, Knowledge, and Philosophy by *Robert Reid* (N.), the Departments of Literature by *Barse* (E.), the Graces and the Seasons by *F. W. Benson* (S.), and the Sciences by *Shirlaw* (W.). The other decorations are also elaborate. — The frescoes in the S.W. GALLERY, by *Kenyon Cox*, illustrate the Sciences and Arts, those in the S.W. PAVILION, by *Maynard*, illustrate the Discovery and Settlement of America. These two rooms, as well as the S. GALLERY, are used for the exhibition



PRINCIPAL STORY OF THE CAPITOL


NATIONAL MUSEUM
South
V
XV
III
IV
VI
XVI
XIV
East
VII
II
XIII
West
VIII
X
XVII
XII
I
IX
XI
1 : 1200
Main Entrance
North

of etchings, engravings, woodcuts, and the like. The S. Gallery also contains views and models of Washington, past, present, and future. — The panels of Peace and War in the N.W. Gallery are by *Melchers* (Japanese and Chinese prints; folio and other valuable editions of Shakspeare; Bibles; early American imprints); the paintings of Art, Literature, Music, Science, and Ambition (ceiling) in the N.W. Pavilion are by *W. L. Dodge* (historical relics, autographs, etc.); the Elements in the S.E. Pavilion are by *R. L. Dodge* and *E. E. Garnsey;* the Seals of the U. S. in the N.E. Pavilion are by *Garnsey* and *Van Ingen.*

From the E. corridor (see above) a short staircase, the landing of which is adorned with a fine mosaic of Minerva by *Elihu Vedder*, ascends to the visitors' gallery of the *Reading Room Rotunda, perhaps the finest and most thoroughly satisfactory part of the whole building. The chamber, which is 100 ft. in diameter and 125 ft. in height, accommodates about 300 readers (British Museum Reading Room 360; Bates Hall at Boston 250-300). It is richly adorned with dark marble from Tennessee, red marble from Numidia, and yellow marble from Siena. The eight massive piers are surmounted by symbolical female figures of Religion (Baur), History (French), Art (A. St. Gaudens), etc.; and along the parapet of the gallery are sixteen bronze statues of persons eminent in the fields denoted by the symbolic figures. Among these are Homer, by L. St. Gaudens, Shakspeare, by Macmonnies, Herodotus, by French, etc. The dome is covered with elaborate coffered ornamentation in stucco, and round its 'collar' are frescoes by *E. H. Blashfield*, representing the Progress of Civilization (best seen from the floor of the reading-room). Among the allegorical figures in this frieze may be detected portraits of Ellen Terry (England), Mary Anderson (Middle Ages), and Abraham Lincoln (America). The inside of the lantern is embellished with an allegorical group of 'Human Understanding', also by *E. H. Blashfield* (not visible from the gallery). The stained-glass windows exhibit combinations of the arms of the Union and the various States. The clock was designed by *John Flanagan*. Winding iron staircases in the piers ascend to the lantern and to an outside gallery encircling the rotunda and commanding a beautiful view. — The reading-room is admirably lighted, and the arrangements for bringing the books from the 'stacks' to the readers and the other practical equipments are of the latest and best description. It is connected with the Capitol by a tunnel 1/4 M. long, 6 ft. high, and 4 ft. wide, by means of which a Member of Congress can procure a book in 3 minutes.

The basement contains a *Reading Room for the Blind*, offices, lavatories, and store-rooms.

At the foot of the flights of steps descending from the terrace on the W. side of the Capitol is a heroic *Statue of Chief Justice Marshall* (1755-1835), by Story. The broad walk to the N. (r.) leads to the *Naval* or *Peace Monument*, by Simmons. The walk to the S. (l.) leads to the *Statue of President Garfield* (1831-81), by J. Q. A. Ward.

The first part of the Reservation is occupied by the **Botanic Gardens** (Pl. E, F, 4; 9-6), with palm-houses, conservatories, and the handsome *Bartholdi Fountain.*

We may now walk through the two small parks to the W. of this point, cross the railway, and visit the building of the *United States Fish Commission* (Pl. E, 4; entr. in 6th St.; 9-4), where the processes of fish-breeding may be inspected (aquarium). — A little farther to the W., beyond 7th St., stands the *Army Medical Museum* (Pl. E, 4; 9-4), containing a pathological collection, a collection of army medical supplies, and a library of 200,000 volumes. The exhibits all bear labels, and explanatory tablets are placed at the entrances to many of the rooms. In the library are cases with rare and old

works on medicine, a touch-piece used for the King's Evil, and other curiosities. — Adjacent are monuments to *Daguerre* and to *Dr. Samuel D. Gross* (1805-84); the latter, by A. St. Calder, was erected by American physicians in 1897.

Immediately to the W. of the Medical Museum is the ***National Museum** (Pl. E,4), a large brick building 325 ft. square, containing valuable and excellently arranged collections of natural history, anthropology, and geology, derived mainly from the scientific operations of the U. S. Government. It is under the direction of the Smithsonian Institution (p. 317). Over the entrance is a group representing Columbia as protectress of Science and Industry. Admission free, 9-4.30 (closed on Sun.).

Department of Anthropology. The North Hall or Hall of American History (Pl. I), which we first enter, is mainly devoted to a chronologically arranged series of collections illustrating American history from the period of discovery to the present day. Among the more interesting of the personal relics are those relating to Washington, Lincoln, Franklin, and Grant. The wall-cases are mainly occupied by musical instruments. Over the entrance is a large panel of Limoges fayence, representing man's triumphs over the material universe, and at the entrance to the Rotunda are two large vases of Limoges fayence made to commemorate the centennial of the Declaration of Independence. — The Rotunda (Pl. II) is embellished with a fountain, above which rises the original model of the statue of Liberty on the dome of the Capitol (p. 311). Large figures of Buddha and Vishnu. Case with Buddhistic relics from Burmah; others with historical relics of the war with Spain (from Cuba and the Philippines). — In the West North Range (Pl. XI) is the Collection of Paintings by *George Catlin*, illustrating the manners and customs of the North American Indians. Mr. Catlin spent 8 years (1832-40) among the Indians, visiting 48 different tribes and painting all of the 600 paintings from nature. The floor-cases illustrate the arts and customs of the Indian tribes between the Atlantic coast and the Rocky Mts. — To the S. lies the North West Range (Pl. XII), with interesting exhibits pertaining to the tribes of the N.W. coast of N. America (totem-poles, etc.) and of the Esquimaux on the Arctic shores. — To the left is the North West Court (Pl. XVII), the exhibits of which illustrate the life of the Pueblo Indians of the S.W. (comp. p. 318). The gallery above, entered from the Rotunda, contains collections of tribes in the S.W. part of N. America and Mexico. — The West Hall (Pl. XIII), entered from the N.W. Range, contains European, African, and Asiatic collections, the Japanese and Corean exhibits being especially attractive. Here also is part of the Glover Collection of Chinese coins. The N. Gallery has Polynesian collections, and the S. Gallery has a collection of religious ceremonial objects.

We now cross the Rotunda to the East Hall (Pl. VII), which contains collections illustrating human progress in transportation, electricity, domestic arts, etc. In the S.E. corner is a small *Restaurant*. — The North East Range (Pl. VIII) is occupied by a very extensive series, illustrating naval architecture. — The North East Court (Pl. X), entered from the East Hall, is occupied by the graphic art exhibit. The gallery contains collections of ceramics, etc. — The East North Range (Pl. IX) is used as a lecture-hall. The walls are hung with Flemish tapestry.

[The extensive collection of American antiquities is exhibited in the Smithsonian building, first floor (see p. 318).]

Department of Biology. This Department covers the field of zoology and botany. The collections exhibited are chiefly American, but the museum is also rich in material from all parts of the world. — To the S. of the East Hall is the South East Range (Pl. IV), with casts of American fishes, reptiles, and batrachians. — The East South Range

(Pl. V) contains an extensive osteological collection arranged systematically. The cast of one side of a Humpback whale, 32 feet long, with the skeleton inserted in it, and skeletons of various other whales are suspended from the ceiling. Special series illustrating such subjects as the homologies of the skull and limbs, the structure and modifications of teeth, skin, etc., are also exhibited, and an extensive series of embryological models. The collections include specimens of great rarity, such as skeletons of the extinct Arctic Sea Cow from the Commander Islands, Bering Sea, the Great Auk from Coast of Labrador, and the Gigantic Land Tortoise of Abingdon Island, in the Galapagos Archipelago. — The South Hall (Pl. III) is devoted to mammals. The groundfloor is occupied by an extensive series of American mammals, including well-mounted specimens of the bison, moose, caribou, and prong-horn antelope, with accessories representing their natural surroundings. A series of papier-maché casts of porpoise, is one of the special features of the collection. The gallery of this hall (entrance from the Rotunda) contains a representation of the mammal-fauna of the Old World. The African antelopes are especially interesting.

Department of Geology. The South West Range (Pl. XIV), entered from the W. Hall, is occupied by the exhibits of the *Division of Mineralogy*. The principal series are collections of minerals (some 8000 specimens), cut stones (3500 specimens), and meteorites (300 specimens). — In the *Division of Systematic and Applied Geology* in the West South Range (Pl. XV), are exhibited (a) collections of rock-forming minerals and rocks, (b) an especially fine series of cave and volcanic products and an American stratigraphic series of rocks and fossils. — The South West Court (Pl. XVI) contains only economic materials, comprising (a) on the groundfloor an extensive series (3000 specimens) of building and ornamental stones and (b) a series illustrating the mineral resources of the United States. In the gallery is a systematic series of economic products, comprising ores of gold, silver, copper, coals, petroleums, etc. — The South East Court (Pl. VI; entered from Room V) contains the exhibits of the *Division of Vertebrate Palaeontology*, including a considerable series of vertebrate remains, mainly American, and especially rich in the striking *Triceratops* forms from the Cretaceous formations of Wyoming; rare specimens of *Brontotherium*, *Elotherium*, *Miohippus*, and other genera from the Miocene, and *Rhinoceros* and other mammals from the Pliocene formations. In the gallery (entrance from the Rotunda) is a systematic series of invertebrate fossils, probably the richest in the world in Cambrian forms. The collection of fossil insects is also large, the palæozoic portion being equalled only by that from the coal fields of Commentry, France. In the galleries of the East South and West South Ranges are fossil plants, including the 'Lacoe Collection' (100,000 specimens from the Pennsylvania coal-measures).

Just to the W. of the National Museum stands the ***Smithsonian Institution** (Pl. D, 4; open free on weekdays, 9-4.30), a red-stone building in the late-Norman style, erected in 1847-56 at a cost of $ 450,000 (90,000 *l.*). The loftiest of the nine towers is 145 ft. high. In front of it is a Statue of Prof. Joseph Henry (1799-1878), the first secretary of the Institution, by *Story*. Secretary, Dr. S. P. Langley.

The Smithsonian Institution was founded with the proceeds of a legacy of $ 515,000 bequeathed by an Englishman, *Mr. James Smithson* (1765-1829), a natural son of the Duke of Northumberland, 'for the increase and diffusion of knowledge among men'. So far as is known Mr. Smithson, who was distinguished as a chemist, never visited America, and had no personal relations with that country; and his choice of Washington for the establishment of his institution is supposed to be due to his sympathy with the democratic principles represented by the Western Republic†. The policy

† His remains were brought to America in 1904 and placed in the Smithsonian Institution.

of the Institution is to encourage research, and it has been the chief promotor of the scientific investigation of the climate, products, and antiquities of the United States. It possesses a library of 250,000 vols. (deposited in the Library of Congress) and issues three series of publications ('Contributions to Knowledge', 'Miscellaneous Collections', and 'Annual Reports') of great scientific value. The Museum issues Reports, Proceedings, and Bulletins.

The **Ground Floor** is devoted to part of the exhibits of the *Biological Department* of the National Museum (p. 316). The MAIN HALL contains a systematic Collection of Birds (9000 specimens) and also the Collection of Mollusks. A small room to the S., opposite the entrance, contains birds, insects, shells, corals, sponges, and minerals arranged for the study of children. — In the adjoining CORRIDOR HALL is the Collection of North American Insects, with exhibits illustrating protective mimicry and kindred phenomena. — The WEST HALL contains the Marine Invertebrates, including the Corals collected by the U. S. Exploring Expedition in 1838-42 and the Crinoids dredged by the U. S. Fish Commission steamer *Albatross*. From the roof hang models of the giant squid and the octopus.

The **First Floor** is devoted to the **Archaeological Collections of the Department of Anthropology* (p. 316), which, as regards American antiquities, are among the most extensive in the world. A number of 'Culture Regions' are especially well represented: — 1. *Mexican and Central American Collections*, including numerous casts of stone monuments. — 2. *Miscellaneous Collections of Indian Relics*, such as are found generally distributed over the United States and the British Possessions. — 3. *Collections from the Mounds*, including sculptures, tobacco-pipes, pottery, and implements of stone, bone, shell, and copper in great variety.

The next part of the Mall, beyond 12th St., contains the building of the **Department of Agriculture** (Pl. D, 4; 9-4), which may be visited by those interested in scientific agriculture and horticulture. It includes a library, museum, herbarium, and conservatories of economic plants (all open to visitors); and the grounds in front of it are devoted to an arboretum arranged by families. The museum is in the wooden building behind the main brick building. To the E. of the main building is the *Sequoia Tree Tower*, formed of a section of a huge Sequoia (p. 555), which was 26 ft. in diameter at the base and 300 ft. high.

In B St., near the S.W. corner of the Agricultural Grounds, is the ***Bureau of Engraving and Printing** (Pl. D, 4), where the highly interesting processes of the manufacture of paper money, bonds, and stamps are shown to visitors (9-11.45 and 12.30-3).

We have now reached the open grounds in which the ***Washington Obelisk** (Pl. D, 4), a unique monument of dignity and simplicity, rears its lofty form to the skies.

The Washington Obelisk, a worthy memorial of a great man, was begun in 1848, abandoned in 1855, resumed in 1877, and finished in 1884, at a total cost of $1,300,000 (260,000*l.*). It is constructed of white Maryland marble and is 555 ft. high, a height greater than any other structure of masonry in the world (Philadelphia City Hall, 547 ft.; spires of Cologne Cathedral 511 ft.). The walls are 15 ft. thick at the base and 1½ ft. at the top. The pyramidal roof is 55 ft. high and is capped with a piece of aluminium. The monument is open from 9 to 5.30, and may be ascended either by the 900 steps (fatiguing; 20-25 min.) or by the elevator (8 min.; fee) which runs every ½ hr. (last ascent at 4.30). Stone tablets presented by different States and corporations are inserted in the walls.

The top commands a magnificent View of the city of Washington and its surroundings. Arlington (p. 325) is seen to the E. across the Potomac. Among the points at a little distance are the Observatory (p. 323; N.W.), the Soldiers' Home and Howard University (p. 324; N.), the R. C. University (p. 324; N.E.), and Alexandria (p. 325; S.). On a clear day the Blue Ridge Mts. are seen to the N.W., the prominent Sugar-loaf being about 50 M. distant.

To the S. of the Washington Monument are the *Propagating Gardens* and (farther off) the *Long Bridge* (Pl. C, 5), over which the N. troops marched into Virginia during the Civil War. To the W. are the *U. S. Fish Ponds* (Pl. C, D, 4).

We may now ascend 15th St., skirting the *President's* or *Executive Grounds* (Pl. C, D, 3, 4; band in summer) on the left and passing *Chase's Theatre (Grand Opera House)* and the *Light Infantry Armoury* on the right. To the left, opposite the Regent Hotel, is the fine equestrian **Monument of General Sherman* (1820-91), by Rohl-Smith, erected in 1903. The pedestal is embellished with bronze reliefs, medallions, and figures of Indian women, and at the corners of the podium are four sentinels. — To the N. of this, opposite F St., stands the **Treasury Building** (Pl. D, 3; 9-2, parties led round between 11 & 12 and 1 & 2), an immense edifice, 510 ft. long and 280 ft. wide, with an Ionic colonnade on the E. front and porticos on the other three sides.

Among the chief objects of interest shown to visitors are the *U. S. Cash Room*, in the N. corridor; the *Redemption Division*, in the basement; the *Silver Vaults*, containing bullion and coin to the value of hundreds of millions of dollars; the *Portraits of Secretaries of the Treasury* in the Secretary's Department (first floor); and the *Secret Service Division*, W. side of 2nd floor, with its collection of forged money and portraits of forgers.

In Pennsylvania Ave., to the N. of the Treasury, stands the *Department of Justice;* and a little farther to the N., at the corner of 15th and H Sts., is the *Columbian* or *George Washington University* (Pl. D, 3; 1300 students). — Following Pennsylvania Ave. towards the W., we reach (to the right) Lafayette Square (Pl. C, D, 3), with a bronze *Statue of Gen. Andrew Jackson* (1767-1845), by Clark Mills, the *Rochambeau Monument* (S.W.), by F. Hamar (1902), and the *Lafayette Monument* (S.E.), by Falguière and Mercié. On the E. side of the square is the *Lafayette Theatre* (Pl. D, 3), occupying the site of the house in which an attempt was made to assassinate *Secretary Seward* in 1865.

A statue of *Kosciuszko* is also to be erected in this square.

Opposite Lafayette Sq. is the entrance to the **White House** or *Executive Mansion of the President of the United States* (Pl. D, 3).

The Executive Mansion is a two-storied stone building, painted white, 170 ft. long and 86 ft. deep, with an Ionic portico. It was founded in 1792, occupied by President Adams in 1800, burned by the British in 1814, and rebuilt in 1818. Extensive alterations and additions were made in 1902-1903 by Mr. McKim, who restored many features of the original architect, James Hoban. The public entrance is now in a colonnade to the E., whence a basement-corridor, hung with portraits of Mistresses of the White House, leads to the staircases ascending to the public rooms. The corresponding esplanade or terrace on the W. side connects the house

with the new *Executive Offices* and *Cabinet Room*. — The large *East Room* (80 ft. × 40 ft. × 22 ft.) is open to the public from 10 to 2. The *Reception Rooms*, which contain portraits of Presidents and valuable gifts from royal and other personages, are shown by special order only. The rest of the house is private. — The *Grounds* surrounding the house are 75 acres in extent. The Marine Band (p. 323) gives public concerts in the grounds to the S. of the house, on Sat. afternoons in summer, and children have the privilege of rolling their coloured eggs here at Easter.

To the W. of the White House is the building that accommodates the **State, War, and Navy Departments** (Pl. C, 3; 9-2), a huge parallelogram, enclosing two courts and measuring 567 ft. in length by 342 ft. in breadth.

The N. and W. wings are occupied by the **War Department**, where the Secretary's Apartments and the adjoining corridors contain a collection of *Portraits of Secretaries of War and Generals*, including one of Washington by D. Huntington. The *Library*, on the 4th floor, contains a fine collection of books on military science and the late Civil War.

The **Navy Department** is in the E. part of the building and contains models of war-ships, portraits, etc. The *Library*, on the 3rd floor, is a fine room with 25,000 volumes.

The ***Department of State** (corresponding to the Foreign Office in London) occupies the S. part of the building. Among the rooms usually shown to visitors are the *Diplomatic Reception Rooms*, containing portraits of the Secretaries of State from 1789 to the present day, and the *Library* (2nd floor; 66,000 vols.), with Jefferson's original draft of the Declaration of Independence and other relics.

The *Mills Building* (Pl. C, 3) is an annex of the Navy Department, and *Winder's Building* (Pl. C, 3) is used by the War Office. The red building at the corner of 17th St. and Pennsylvania Ave., formerly the Corcoran Gallery (see below), is now the *Court of Claims* (Pl. C, 3).

To the S. of the State Building is the old *Van Ness House*, a large yellow building among trees. — To the S.W. is a grey painted house which was General Grant's headquarters during the Civil War.

In 17th St., to the S.W. of the State Building, between New York Ave. and E St., is the ***Corcoran Gallery of Art** (Pl. C, 3), built and endowed by the late *Mr. W. W. Corcoran* and open daily, from 9.30 (Mon. from 12) till 4 and on Sun. from 1.30 to 4.30 (holidays 10-2; adm. on Mon., Wed., & Frid. 25 c.; other days free; closed on Christmas and from July 1st to Oct. 1st). The present building, erected in 1894-97, is a handsome white marble structure in a Neo-Grecian style, by Ernest Flagg. The semicircular part at the N. end is occupied by a School of Art (300 pupils). The steps to the main entrance are flanked by colossal bronze lions, modelled on those by Canova at the tomb of Pope Clement XIII. Catalogue 25 c.

Ground Floor. The ATRIUM contains casts. — The numbers over the doors are not the numbers of the rooms, but the following description begins on the E. side, to the left of the staircase, and takes them in consecutive order. ROOM I. Bronzes by *Barye* (over 100 pieces). — ROOM II. Original sculptures, including busts by *Hiram Powers* and *Rauch* (Alex. von Humboldt). — ROOM III. Sculptures. *2 10. *Powers*, Greek slave (1843); 2006. *Canova*, Colossal head of Napoleon; 2015. *Rinehart*, Endymion. — ROOM IV. Large English and Japanese vases. Electrotype reproductions. — ROOMS V-VII. Casts. — The other rooms on this floor are occupied by the library, offices, etc.

Upper Floor. CENTRAL HALL. *Last Days of Napoleon I., a seated marble figure by *Vincenzo Vela*. — ROOM I (N.W.). Loan Collection of Pictures. –

Room II (N.E.). To the left: *Thomas Cole*, 2. The departure, 3. (farther on), The return; 4. *C. H. Boughton*, The heir presumptive; 1. *C. L. Elliott*, Portrait of Mr. Corcoran; 33. *Edwin Lord Weeks*, Departure for the hunt (India); 31. *S. R. Gifford*, Ruins of the Parthenon; 29. *Whittredge*, 27. *Inness*, 23. *Kensett*, Landscapes; 24. *F. E. Church*, Niagara Falls; 20. *Bridgman*, Procession of the Sacred Bull Apis Osiris; 21. *Harry Chase*, Harbour of New York; 18. *Boughton*, Edict of William the Testy; 12. *W. T. Richards*, Coast-scene; 9. *G. S. Truesdell*, Going to pasture; 7. *R. N. Brooke*, Pastoral visit. — In small room adjoining are a few small pictures, including 165. Landscape, by *Joseph Jefferson*, the actor. — Room III. Left: 140. *George Fuller*, Loretto; *137. *Brush*, Mother and Child; 54. *W. P. Lamb*, The road to Concarneau; no number, *Ben Foster*, The lonely road; 46. *A. Bierstadt*, Mt. Corcoran; 42. *C. S. Reinhart*, Washed ashore. — Room IV. 98. *Ziem*, Constantinople; 94. *Schreyer*, Watering-place; 101. *J. A. Breton*, Breton widow; 95. *Pauwels*, Justice to Lievin Pyn; 97. *Cazin*, Moonlight in Holland; 96. *Diaz*, Approaching storm; no number, *Josef Israels*, By the cradle; 91. *J. Faed*, Shakspeare and his contemporaries; *92. *Corot*, Wood-gatherers; 88. *Dupré*, The pond of the great oak; 83. *Van Marcke*, Landscape with cattle; 84. *Otto von Thoren*, Lost dogs; 85. *Daubigny*, Scene on the Seine; 79 *C. L. Müller*, Charlotte Corday in prison; 74. *Vibert*, The schism; 73. *Henner*, Joan of Arc in infancy; 68. *Leroux*, The Vestal Tuccia; 60. *Troyon*, Going to drink; 67. *Isabey*, Wedding; 87. *Courbet*, Landscape; 65. *F. H. Kammerer*, Beach at Scheveningen; *63. *Detaille*, Passing regiment; 153. *Priou*, Family of satyrs; 61. *Erskine Nicol*, Paddy's mark. — Room V. Several small pictures: *Aivasowsky*, 118. The relief ship, 119. Distributing supplies in a Russian famine; 117. *Renouf*, A helping hand; *Braekeleer*, 115. Happy family, 116. Unhappy family; 113. *Björck*, Nail-makers; 109. *George Morland*, The farm-house. — Room VI. Portraits of Presidents and others, including works by *Gilbert Stuart*, *Healy*, *Sully*, *Malbone* (portrait of himself), *R. Peale*, *Duplessis*, *Lenbach* (Bismarck), and *Gutherz* (Miss Susan B. Anthony). — Room VII. 138. *Raphael Mengs*, Adoration of the Shepherds; 173. *Detaille*, General of the First Empire; 175. *Cazin*, Landscape; 182. *Van Marcke*, Cows in a meadow; 177. *M. Mempes*, The vista; 181. *Rosa Bonheur*, Bull; no number, *E. L. Warner*, Broadway on a rainy evening (watercolour); 137. *Detaille*, French cuirassiers with Bavarian prisoners. — Room VIII. 149. *O. Achenbach*, Festival at Naples; 151. *Ary Scheffer*, Count Eberhard of Wurtemberg; 152. *Emile Breton*, Sunset; 102. *C. Becker*, Pope Julius II., with Vittoria Colonna, Raphael, Michael Angelo, and Bramante, viewing the newly exhumed Apollo Belvedere; 186. *W. M. Chase*, The model (pastel); 154. *Vail*, Ready about; 155. *Dumaresq*, The Geneva Conference; 157. *Gerôme*, Cæsar dead; 268. *Healy*, Guizot.

We may now return to the Treasury (p. 319) and follow F St. towards the E. To the right, between 8th and 7th Sts., is the **General Land Office** (Pl. E, 3), a handsome building in the Corinthian style, formerly the post-office but now used by the Interior Department. Opposite stands the ***Department of the Interior** (Pl. E, 3; 9-2), often called the *Patent Office* from one of its most important bureaux, a huge building 453 ft. long and 330 ft. deep, with a Doric portico. The centre is of stone, and the wings of marble.

This building contains the rooms of the Secretary of the Interior, the Indian Office, etc., which may be viewed on application to the attendants. The upper floor is occupied by four halls containing a huge *Collection of Patents and Models*. Some of the most interesting have been removed to the National Museum (p. 316).

At 5th St. F St. reaches Judiciary Square (Pl. E, 3), on the N. side of which stands the **Pension Office** (open 9-4), an enormous barn-like structure of brick, 400 ft. long and 200 ft. wide (said to be the largest brick building in the world). It is surrounded by

a terracotta frieze, illustrating military and naval operations. The interior, with its mammoth columns, is rather imposing, and can accommodate about 20,000 people at an inauguration ball. — On the S. side is the *District Court House* (or *City Hall*), occupied by the District of Columbia Courts and the District Commissioners (p. 310). In front is a column bearing a *Statue of Lincoln*, by Flannery. Hard by, in the triangle between 3rd Str. and Indiana Ave. (Pl. E, 3), is a statue of *General Albert Pike*. Near by, in B St., between 1st and 2nd Sts., is the large **Census Bureau** (Pl. E, F, 4), in which a large staff, enormously reinforced at the decennial periods of the national census, is constantly at work. The enumerating machines are especially interesting. This bureau belongs to the newly created *Ministry of Commerce & Labour*, the temporary offices of which are at 513 14th St.

A little to the N.E. of this point, at the corner of North Capitol St. and H St., is the *Government Printing Office* (Pl. F, 3; parties conducted round the building at 10 and 2), a large 12-story building constructed at a cost of $ 2,000,000. — *Ford's Theatre* (Pl. D, 3; now used by Government), in which President Lincoln was assassinated by Wilkes Booth on April 14th, 1865, is in 10th St., between F St. and E St. A house opposite (No. 576) bears a tablet stating that Lincoln died there and contains a collection of Lincoln relics (adm. 25 c.). — On the S. side of Pennsylvania Ave., between 11th and 12th Sts., is the **Post Office** (Pl. D, 3), with façades 200 and 300 ft. long, and a tower 300 ft. high. It was completed in 1899 and accommodates the U.S. Post Office Department, the Auditor for the P. O. Department, and the City Post Office. The *Dead Letter Office Museum*, on the groundfloor, is open from 9 to 4. — At the corner of Pennsylvania Ave. and 14th St. is the new *Municipal Building* (Pl. D, 3). — The *Baltimore & Potomac Railway Station* (Pl. E, 4) was the scene of Garfield's assassination by Guiteau (July 2nd, 1881).

At 1312 New York Ave., between 13th and 14th Sts., are the ***Halls of the Ancients** (Pl. D, 3; open 9-6; adm. 25 c.), erected by *Mr. Franklin W. Smith* (comp. pp. 226, 448) 'to demonstrate the facility of reconstructions illustrative of the art, architecture, and domestic environment of ancient nations'. The present façade is merely temporary and is no adequate index of the interest of the interior.

From the vestibule we enter the *Egyptian Hall of Gods and Kings*, with twelve huge columns 30 ft. high, with lotus-bud, palm, and Hathor capitals. The *Upper Egyptian Hall* reproduces the court and interior of an ancient Egyptian house. The *Assyrian Throne Room* contains reproductions of the throne of Xerxes from Persepolis and casts of the Nineveh and Nimroud slabs in the British Museum. The *Roman Hall* is a reproduction of the House of the Vettii at Pompeii and is even finer than the House of Pansa at Saratoga (p. 226). The *Saracenic Hall* reproduces the House of Bensaquin at Tangiers and contains casts of the ornamentation of the Alhambra. The *Lecture Hall* contains a huge mural painting of Rome in the time of Emp. Constantine (312 A. D.), after Bühlmann and Wagner. — The primary object of the Halls of the Ancients is to illustrate

Mr. Smith's far-reaching scheme for a series of National Galleries of History and Art, models, and designs of which may be inspected in the *Hall of the Model*, while the details may be studied in Mr. Smith's pamphlets.

Souvenirs of the various halls are on sale in the Roman 'Taberna', forming an annex to the main building.

Following New York Ave. towards the N.E., we soon reach *Mt. Vernon Square*, containing the ***Public Library** (Pl. E, 3), a tasteful white marble building, erected in 1902 from the designs of Ackerman & Ross, at the expense of Mr. Andrew Carnegie. It contains at present about 30,000 volumes.

Not far off, at 1439 K St., is the office of the *Carnegie Institute*, founded by Mr. Carnegie in 1902 to encourage investigation, research, and discovery, and endowed by him with $ 10,000,000.

According to the Trust Deed the chief object of the founder is 'to secure if possible for the United States of America leadership in the domain of discovery and the utilization of new forces for the benefit of man'. So far the funds have been used mainly in the promotion of astronomical, physical, chemical, geological, geographical, and archæological research, and for the preparation of an economic history of the United States.

A visit may be paid (tramway along 7th St.) to the *Washington Barracks* (Pl. E, 6), now used as an artillery station (drill 9-11 a.m.). The reservation of the Washington Barracks also contains the **Army War College**, founded in 1903; and close by this will be the *Statue of Frederick the Great* presented to the United States by Emp. William II.

About 1 M. to the N.E. (tramway on M St.), on the *Anacostia* or E. branch of the Potomac, is the **Washington Navy Yard** (Pl. G, 5; open from 9 a.m. to sunset), which contains a museum and other points of interest. Ships are not built here, but the gun-foundry is very important and large quantities of naval stores are made. — A little to the N. are the *Marine Barracks* (Pl. G, 5), where the famous band plays in summer every Mon. at 11 a.m. — Farther to the E. are the *Congressional Cemetery* (Pl. H, 5), containing the graves of many Members of Congress; the *U. S. Jail* (10-4); and the *Alms House*. — On the S. side of the Anacostia is the large *Government Insane Asylum* (Pl. G, 6; 1500 inmates). — From the Jail we may return through Massachusetts Ave. to ($^3/_4$ M.) *Lincoln Square* (Pl. G, H, 4), with Ball's Emancipation Group (comp. p. 104), whence tramways and omnibuses run to the Capitol and the city.

The new **Naval Observatory** (Pl. A, 1; 9-3), in the N.W. part of the city, should be visited by all interested in astronomical work. Its equipments and instruments are excellent. Visitors are sometimes admitted on Thurs. evening to look through the 26-inch equatorial telescope (by special permit from the Superintendent). — The old Naval Observatory has been converted into a Government *Museum of Hygiene* (Pl. B, 3; open free, 9-2).

The ***Signal Office and Weather Bureau** (Pl. B, 2; 9-2), at the corner of M and 24th Sts., is also well worth a visit. The arrangements for forecasting the weather are most interesting.

Many of the CIRCLES formed by the intersection of the streets and avenues (see p. 310) are adorned with statues, among which are the following: *Washington* (equestrian), by Clark Mills, in Washington Circle (Pl. B, 3); *Admiral Dupont*, by Launt Thompson, in Dupont Circle (Pl. C, 2); *Gen. Winfield Scott* (equestrian), by H. K. Brown, in Scott Circle (Pl. C, D, 2); *Adm. Farragut*, by Mrs. Hoxie (Vinnie Ream), in Farragut Sq. (Pl. C, 3); *Gen. McPherson* (equest.), by Rebisso, in McPherson Sq. (Pl. D, 3); *Gen. Thomas* (equest.), by J. Q. A. Ward, in Thomas Circle (Pl. D, 2); *Martin Luther* (just to the N. of the last), a replica of the figure by Rietschel, in the Reformation Monument at Worms; *Ben. Franklin*, by Plassman and Juvenal, at the intersection of Pennsylvania Ave. and 10th St. (Pl. D, 3); *Gen. Logan* (equest.), by F. A. Simmons, in Iowa Circle (Pl. D, 2); *Gen. W. S. Hancock* (equest.), by Ellicott, and *Gen. Rawlins*, by Bailly, at the crossing of Louisiana Ave. and Pennsylvania Ave. (Pl. E, 4); *Gen. Greene* (equest.), by Brown, in Stanton Sq. (Pl. G, 3, 4). Scott Circle also contains a monument to *Hahnemann* (1755-1843), the founder of homeopathy, by Ch. H. Niehaus.

The **Columbia Institute for the Deaf and Dumb** (Pl. G, 2), in *Kendall Green*, incorporates what is said to be the only college for deaf-mutes in the world. In the grounds is a bronze group by Dan. C. French, Gallaudet teaching a deaf child.

One of the favourite DRIVES in Washington is that to the ***Soldiers' Home**, a large asylum for old soldiers (750 inmates), situated in a beautiful park to the N. of the city, 3 M. from the Capitol (also reached by tramway). On the way to it we pass the *Howard University* (Pl. E, 1), founded in 1867 for the education of youth irrespective of colour or sex (900 students). The grounds of the Soldiers' Home afford fine views ('Capitol Vista', etc.) and contain a *Statue of Gen. Scott*, founder of the Home, by Launt Thompson. President Lincoln spent part of the summers of his presidential term in one of the cottages at the Soldiers' Home. — To the N. lies the *National Military Cemetery*, with the graves of Gen. Logan, Gen. Kearney, and 7000 soldiers. On the W. this is adjoined by *Rock Creek Cemetery*, containing St. Gaudens's beautiful *Monument of Mrs. Henry Adams. — To the E. of the Soldiers' Home Park is the *Catholic University of America* (160 students). We may now return viâ *Glenwood Cemetery* (Pl. F, 1).

Georgetown, or *West Washington* (tramway), beyond *Rock Creek*, lies at the head of the Potomac navigation and is the port of entry for the District of Columbia. It contains large flour-mills, the handsome buildings of *Georgetown University*, an old Jesuit institution founded in 1789 (650 students; fine library), and the *Convent of the Visitation*. In M St., near the Aqueduct Bridge, is the house in which *Francis Scott Key*, author of the 'Star-spangled Banner' (p. 302), lived. In *Oak Hill Cemetery* (Pl. B, 2) is the grave of J. Howard Payne (1792-1852), author of 'Home, Sweet Home'. The *Waggaman Gallery*, 3300 O St. (adm., see p. 309), contains chiefly Dutch water-colours and Japanese porcelain, bronzes, weapons, articles of jade, and ivory carvings; it now belongs to Georgetown University.

To the N. of Georgetown, on Rock Creek, lies the ***National Zoological Park** (comp. Pl. C, 1), reached from Washington in ½ hr. by two lines of tramway. This large park (170 acres; open free) is still in a somewhat wild state, and a visit to it entails a good deal of walking. It does not contain a very large number of animals, but it is interesting to see such native animals as the bison and moose in the comparative freedom of their extensive enclosures. The beavers and prairie dogs should not be overlooked. — One line of cars goes on past the Zoological Park to *Chevy Chase*, with its country-club and golf-links. — ***Rock Creek Park**, to the N. of the Zoological Park, has an area of over 1600 acres and extends to the District line. Its natural beauties of forest, hill, and stream are very great, and many attractive drives have been cut through it. — On *Mt. St. Alban*, near *Woodley*, to the N.W. of Georgetown, is the *Peace Cross*, a large Celtic cross erected at the close of the war with Spain (1898) on the grounds of the proposed Episcopal cathedral. It affords a fine view of Washington.

*To Arlington and National Cemetery. This interesting trip should not be omitted. Those who do not drive all the way (carr. $ 5) may go by tramway to the *Union Station* (Pl. A, 2) at the *Georgetown Aqueduct* (Pl. A, 3), cross the bridge (comm. across and back 5 c.), and take the electric car to (1/4 hr.) the gate near (1 M.) *Fort Myer* (return-fare 15 c.). Or they may take the electric car from the cor. of Pennsylvania Ave. and 13 1/2 St. to the Sherman Gate of the cemetery (hourly), crossing the Long Bridge (p. 319; return-fare 20 c.). Public carriages (hardly necessary) meet the cars at the Fort Myer gate and make the round of the cemetery (25 c.; stopover allowed at the mansion). The **National Cemetery** (Pl. A, 4, 5) contains the graves of about 16,000 soldiers. *Arlington House, in the middle of the grounds, 200 ft. above the river, was once the residence of *George Washington Parke Custis* (step-grandson of Washington) and afterwards of *Gen. Robert Lee*, the famous Confederate commander, who married Miss Custis. It affords a fine View of Washington, but now contains little of interest. Near the house are the graves of *Gen. Sheridan* (d. 1888), *Admiral Porter* (d. 1891), *Gen. Lawton* (d. 1899), and other distinguished officers. To the S. is a tomb containing the remains of 2111 unknown soldiers. The sailors destroyed by the blowing up of the 'Maine' in 1898 and other victims of the war with Spain are buried in the S. part of the cemetery.

*From Washington to Mount Vernon, 15 M., steamer daily from 7th St. S.W. Wharf (Pl. E, 5) at 10 a.m. and 2.30 p.m. (1.45 p.m. in winter), allowing 2 hrs. at Mt. Vernon, and regaining Washington at 2.15 and 6.15 p.m. (1.40 and 5.15 p.m. in winter; return-fare 75 c., including admission to Mt. Vernon). [Mt. Vernon may also be reached by electric tramway via Alexandria; return-fare 50 c.] This interesting trip to the old home of George Washington should on no account be omitted. — The steamer descends the *Potomac*. 6 1/2 M. **Alexandria** (*Braddock Ho.*, $ 2; *Fleischmann Ho.*, $ 2, R. from $ 1), a quaint old Virginian city of 14,583 inhab., with the church (Christchurch) which Washington and Gen. Robert Lee used to attend (pews still pointed out). The old *Carlyle House* was the head-quarters of Gen. Braddock in 1755. The *Lord Fairfax House* is a fine example of the Colonial style. Col. Ellsworth, the first man to die in the Civil War, was killed in the *Marshall House*. Adjoining the city is another *National Cemetery*, with 4000 graves. — 8 1/2 M. *Fort Foote*, Maryland, an abandoned earthwork of the Civil War; 12 M. *Fort Washington*, an old stone fort.

15 M. **Mount Vernon**, an old-fashioned wooden mansion, 96 ft. long, stands on a bluff, 200 ft. above the river, and commands a splendid view. The estate, originally named *Hunting Creek* and comprising 8000 acres, was inherited by George Washington in 1752 from his brother Lawrence, who had changed the name in honour of his former commander, Adm. Vernon of the British navy. The central part of the house was built by Lawrence, and the wings were added by George Washington. The house and 200 acres of land around it were bought by the *Mt. Vernon Ladies Association* in 1859 for $ 200,000 (raised in great part through the exertions of Mr. Edward Everett) and have been restored as nearly as possible to their condition in George Washington's lifetime. — In ascending from the wharf to the house we pass the plain brick *Tomb of George Washington*, containing, behind an iron grating, two sarcophagi with the remains of the General (1732-99) and his wife Martha (1730-1802). The house (adm. 25 c.) contains a number of interesting relics, of which, perhaps, the key of the Bastille is the most notable. Different rooms have been restored by the various States. The room in which Washington died is at the S. end of the first floor, and Mrs. Washington died in the one immediately above it. The room marked *Mrs. Washington's Sitting Room* was more probably *George Washington's Business Room*. Light refreshments are sold in the *Kitchen*. The tiles in the piazza were brought from the Isle of Wight. The brick *Barn*, dating from 1733, is probably the oldest part of the buildings. The *Coach House* contains Washington's carriage. The *Negro Quarters* are to the W. of the house. The **Garden* contains trees planted by Washington, Jefferson, and Franklin.

From the Union Station at *Georgetown* (p. 324) the Washington and

Great Falls Electric Railway runs along the *Palisades of the Potomac* to (7 M.) *Cabin John Bridge*, one of the largest stone arches in the world (220 ft.; Petrusse Valley Bridge in Luxembourg 275 ft.), built by Gen. Meigs for the Washington Aqueduct (fare 10 c.). About 1 M. short of the bridge is *Glen Echo Park*, the headquarters of the *Red Cross Society*. The *Conduit Road*, skirting the railway, is a resort of cyclists. About 5 M. beyond the bridge are the *Great Falls of the Potomac*. — On *Wesley Heights*, to the N. of this line, is the new *American University* (Methodist).

From Washington to Norfolk, 196 M., steamer daily (from 7th St. Wharf) at 6.30 p.m., arriving at 8 a.m. (fare $ 3, stateroom $ 1-3; second class $ 2, berths free). — From Washington to *Mt. Vernon*, see p. 325; thence to (105 M.) *Point Lookout*, see p. 308. — 184 M. *Fort Monroe*, see p. 415; 192 M. *Newport News*, see p. 414. — 196 M. *Norfolk*, see p. 414.

Railway Excursions may be easily made from Washington to *Annapolis* (p. 307), *Harper's Ferry* (p. 328), the *Shenandoah Valley* (p. 429), etc. — From Washington to *Chicago*, see R. 45; to *Baltimore*, see R. 42; to *New York*, see R. 42; to *Richmond*, see R. 66; to *New Orleans*, see R. 67.

44. From Pittsburg to Chicago.

a. Viâ Crestline and Fort Wayne.

468 M. Pennsylvania Co.'s Lines in 12½-14 hrs. (fare $ 12, sleeper $ 2½). — From New York to *Chicago* by this route, see R. 47a.

Pittsburg, see R. 39. The train crosses the *Allegheny River* (p. 299), runs through *Allegheny City* (p. 299), and follows the right bank of the *Ohio* for some distance. 25 M. *Rochester* (710 ft.), at the confluence of the Ohio and the *Beaver River*, which we now follow towards the N. (right). 30 M. *Beaver Falls*. Farther on we turn again to the W. (left) and beyond (45 M.) *Enon* (995 ft.) we enter *Ohio* (see p. 330). — 83 M. *Alliance* (1100 ft.) is the junction of a branch-line to *Cleveland* (p. 330). — 101 M. **Canton** (*Hot. McKinley*, $ 2½-4; *Barnett Ho.*, $ 2-2½), a city of 30,667 inhab., in a fine wheat-growing district, was the home of President McKinley (d. 1901), to whom an elaborate monument has been erected. — — 175 M. *Mansfield* (17,640 inhab.). — 189 M. *Crestline* (1170 ft.) is the junction of lines to Toledo, Cleveland, Cincinnati, Indianapolis, etc. — 201 M. *Bucyrus* (6560 inhab.), on the *Sandusky River*. Beyond (288 M.) *Van Wert* we enter *Indiana* (p. 333).

320 M. **Fort Wayne**, an important railway-centre (comp. p. 334). From this point the route is substantially the same as that described at p. 334. — 360 M. *Warsaw*, on the *Tippecanoe River*; 384 M. *Plymouth*; 415 M. *Wanatah*; 424 M. *Valparaiso* (p. 334). We now approach *Lake Michigan* (right). Various suburban stations.

468 M. **Chicago** *(Canal St. Station)*, see R. 48.

b. Viâ Columbus and Logansport.

507 M. Pittsburg, Cincinnati, Chicago, & St. Louis Railway (Pennsylvania Co.'s 'Pan Handle Line') in 16-19 hrs. (fares as above).

Pittsburg, see R. 39. This line runs at first almost due W., crossing the narrow arm of *West Virginia* (p. 328), interposed between Pennsylvania and Ohio. Beyond (42 M.) *Wheeling Junction* we cross the *Ohio River* and enter *Ohio* (see above). 43 M. *Steuben-*

ville (730 ft.; Imperial, $ 2-2½; Lacy, from $ 2), an industrial city of 14,350 inhab., on the W. bank of the Ohio. 92 M. *Dennison;* 124 M. *Coshocton;* 138 M. *Trinway*, the junction of a line to Cincinnati. 160 M. *Newark.*

193 M. **Columbus.** — Hotels. Chittenden, Hartman, from $ 3; Grand Southern, $ 2½-5; Neil Ho., R. from $ 1; Park Hotel, from $ 2, R. from $ 1; Smith's European Hotel. — *Tramways* traverse the principal streets. — *Post Office*, Capitol Sq., cor. of State St. and Third St.

Columbus (745 ft.), the capital of Ohio, is a thriving city of (1900) 125,560 inhab., situated on the E. bank of the *Scioto River*. Its commerce is important, and it has manufactures of iron and steel goods, carriages, and agricultural implements (value in 1900, $ 40,000,000). Its streets are broad and much better paved than is usual in American cities. *Broad Street*, in particular, affords a delightful drive of 7 M. over an asphalted roadway shaded with trees. — The *State Capitol* is a large and somewhat odd-looking building, surrounded by a small park full of tame grey squirrels. Other important buildings are the *Ohio State University* (1735 students), the *Central Ohio Lunatic Asylum*, the *Deaf and Dumb Asylum*, the *State Penitentiary*, the *U. S. Barracks* (in a pretty park), the *Court House*, the *Starling Medical College*, the *Idiot Asylum*, the *Blind Asylum*, and the *Board of Trade*. *Goodale Park*, at the N. end of the city, is prettily laid out.

From Columbus to *Cincinnati*, see p. 380. Railways also run hence to *Toledo*, *Cleveland*, *Indianapolis*, etc.

Beyond Columbus we pass numerous unimportant stations. 240 M. *Urbana* (6808 inhab.), a railway-centre; 266 M. *Piqua* (12,172 inhab.). At (276 M.) *Bradford Junction* the railway forks, the left branch leading to Indianapolis (p. 378) and St. Louis (p. 389), while the Chicago line keeps to the right. At (297 M.) *Union City* we enter *Indiana* (p. 333). 350 M. *Marion* (11,862 inhab.). 386 M. *Anoka Junction* (p. 379). — 390 M. **Logansport** (605 ft.; *Barnett*, $ 2½-3; *Johnston*, $ 2), a city of 16,204 inhab., at the confluence of the *Wabash River*, *Eel River*, and *Wabash & Erie Canal*, is an intersecting point of several railways (comp. p. 379). — 415 M. *Winamac;* 466 M. *Crown Point.* — In entering Chicago the railway crosses the Drainage Canal (p. 352) by the largest swing-bridge in the world, 400 ft. long and 112 ft. wide; it is laid with eight tracks.

507 M. **Chicago** *(Canal St. Station)*, see R. 48.

45. From Baltimore to Chicago.

800 M. Baltimore & Ohio Railroad in 26¾ hrs. (fare $ 17, sleeper $ 5). This line passes some fine scenery. — From New York to *Chicago* by this route, see p. 315.

From Baltimore to (40 M.) *Washington*, see R. 42. A good view of Washington is enjoyed as we leave it. The line runs towards the N.W. through *Maryland* (p. 288). Beyond (76 M.) *Dickerson* the *Potomac* comes into sight on the left. — 83 M. *Washington Junction.*

This is the junction of a line to (15 M.) **Frederick** (9296 inhab.), the scene of Barbara Frietchie's exploit with the flag and Stonewall Jackson (see Whittier's poem and Mrs. Caroline Dall's book). *Francis Scott Key* (1779-1843), author of 'The Star-Spangled Banner' (p. 302), is buried in Mt. Olivet Cemetery, opposite the entrance of which is a handsome monument, by Alex. Doyle, erected to him in 1898.

At (84 M.) *Point of Rocks* (230 ft.) we thread a tunnel below a promontory of the *Catoctin Mts.*, a prolongation of the Blue Ridge. Farther on the valley contracts and the hills grow higher. Near (93 M.) *Weverton* (250 ft.), the junction of a line to (24 M.) *Hagerstown* (p. 288), took place the battle of South Mountain (Sept. 14th, 1862). The scenery here is very picturesque. The train soon crosses the Potomac and enters *West Virginia* at —

96 M. **Harper's Ferry** (270 ft.; *Conner's*, *Gatrell Ho.*, $2; *Morrell Ho.*, *Hill Top Ho.*, *Lockwood Ho.*, on the hill), magnificently situated on the point of land formed by the confluence of the Potomac and *Shenandoah*, with the *Maryland Heights* on the one side and the *Virginian* or *Loudon Heights* on the other. Pop. 1675, including *Bolivar*, whose name is widely celebrated through the famous raid of John Brown (see below), practically the first scene of the Civil War. The armoury and arsenal, destroyed during the Civil War, have not been rebuilt.

John Brown of Ossawattomie, at the head of a party of about 20 armed Abolitionists, entered Harper's Ferry by the bridge on the night of Oct. 16th, 1859, and took possession of the Arsenal, intending to liberate the negro-slaves and occupy the Blue Ridge as a base of hostilities against the slave-owners. The negroes, however, did not rise, and Brown and most of his companions were killed or captured, after two days' fighting, by a squad of U. S. Marines that had come to the aid of the Virginia militia. The small engine house in which John Brown made his last stand (known as 'John Brown's Fort') was removed to Chicago in 1903, but was brought back after the World's Fair and placed in a small park on the Shenandoah, about 4 M. from Harper's Ferry. Its original site is marked by a small monument. John Brown and six of his associates were hanged at Charlestown (p. 429), 10 M. to the S.W.

The visitor should ascend from the station to (5-10 min.) the top of the promontory (about 300 ft. above the river), which commands a fine *View of the confluence of the rivers and of the gap made in the Blue Ridge by their combined waters bursting through it. Just below, on the Shenandoah side, is a curious pile of rocks known as *Jefferson's Rock*. We may follow the path along the Shenandoah (high above it) and then go on by road, passing the large *Storer College*, to (1 M.) the top of the ridge called *Bolivar Heights*, which commands a splendid *View of the rich and fertile *Valley of Virginia (Shenandoah Valley)*, backed by the Alleghany Mts., 30 M. away. To the N. lies the battlefield of *Antietam* (p. 429). — A fine drive may be taken on the road round the promontory at the foot of the cliffs. — The ascent of ***Maryland Heights** (1455 ft.; view) takes 1½ hr. (bridle-path). We cross the bridge over the Potomac and turn to the left. About ⅔ of the way up we take the less promising path to the left.

Beyond Harper's Ferry the line leaves the Potomac for a time. 103 M. *Shenandoah Junction* is the junction for the railway through the Shenandoah Valley (see R. 68). 114 M. *Martinsburg*, the junction for Harrisburg, see p. 288. Farther on we cross *North Mt.* (550 ft.) and rejoin the Potomac (right), on the other side of which are the

ruins of *Fort Frederick* (1755). The line hugs the winding stream, with the hills rising abruptly on each side. 144 M. *Sir John's Run*, so named after Sir John Sinclair, Gen. Braddock's Quartermaster. Beyond (184 M.) *Patterson's Creek* we cross the Potomac and re-enter Maryland. — 192 M. *Cumberland* (640 ft.; Queen City Hot., with rail. restaurant, $ 2-3), a city with 17,128 inhab., rolling-mills, and glass-works.

Cumberland is the junction of a line to (150 M.) *Pittsburg* (p. 295), running via the picturesque *Youghiogheny Valley*, *Connellsville*, and *McKeesport*.

Our line turns to the S.W. and continues to follow the Potomac. The scenery is rugged and picturesque. Near (216 M.) *Keyser* (800 ft.) we cross the river into West Virginia, but soon recross it. At (221 M.) *Piedmont* (930 ft.) we leave the river and begin the steep ascent of the *Alleghany Mts.* 228 M. *Frankville* (1700 ft.); 233 M. *Swanton Water Station* (2280 ft.); 237 M. *Altamont* (2620 ft.), the highest point of the line. The descent is more gradual, and we pass at first through a comparatively level district known as the *Glades*, on the crest of the Alleghenies and containing the headwaters of the *Youghiogheny*. 241 M. *Deer Park Hotel* (2155 ft.; from $ 3½), a large summer-resort; 243 M. *Mountain Lake Park* (Hotel, $ 2-3); 246 M. *Oakland* (2370 ft.; Oakland, $ 2½-4; Glades, $ 2-3), another summer-resort amid beautiful scenery; 256 M. *Terra Alta* (2550 ft.). We now descend, passing through numerous cuttings and tunnels, to the *Cheat River Valley*, crossing the river at (268 M.) *Rowlesburg* (1390 ft.; *View to the right). We now begin another steep ascent to the crest of *Laurel Hill*. 273 M. *Anderson* (1855 ft.). Beyond (275 M.) *Tunnelton* (1820 ft.) we pass through the *Kingwood Tunnel*, ¾ M. long. 281 M. *Newburg* (1215 ft.). At (294 M.) *Grafton* (995 ft.; 5650 inhab.), on the *Tygart's Valley River*, we leave the mountains.

Our line (to Wheeling and Chicago) here diverges to the right from the line to Parkersburg, Cincinnati, and St. Louis (see R. 57 d) and runs towards the N.W., down the Tygart's River. Beyond (316 M.) *Fairmount* (875 ft.), at the head of navigation on the *Monongahela*, we ascend the picturesque ravine of *Buffalo Creek*, passing through the head of the pass (1150 ft.) by a tunnel. We then descend along a branch of *Fish Creek*, threading several tunnels. At (382 M.) *Moundsville* (640 ft.) we approach the *Ohio* (to the left).

The place takes its name from an *Indian Mound*, 70 ft. high and 820 ft. in circumference at the base, in which two sepulchral chambers were found, containing three skeletons (comp. p. 387).

At (389 M.) *Benwood* we cross the river and enter *Ohio*. Beyond this point we run by Central Time (p. xviii).

Wheeling (645 ft.; *Windsor*, $ 2-3; *McClure Ho.*, $ 2½-3½), on the Ohio, 4 M. above Benwood, is the largest city in West Virginia (38,878 inhab.) and has manufactures of nails, iron, pottery, and glassware (value in 19 0, $ 16,750,000). It is an important railway-centre (to Pittsburg, see p. 295).

390 M. *Bellaire* (655 ft.) lies on the Ohio side of the river, opposite Benwood (see above). — 469 M. *Zanesville* (710 ft.; Clarendon, $ 2½-3½; Rogge, $ 2-3½), a manufacturing city with 23,538 inhab.,

at the confluence of the *Muskingum River* and the *Licking River*. We cross the former river by a bridge 170 yds. long. — At (494 M.) *Newark* (820 ft.; Warden, from $ 2), with 18,157 inhab., we cross the Pittsburg, Cincinnati, and St. Louis R. R. (see p. 327). Our line runs N.W. to (556 M.) *Mansfield* (p. 326) and (582 M.) *Chicago Junction*, where it forks, the left branch leading to Chicago, the right to (29 M.) *Sandusky* (p. 333). The stations beyond this point are unimportant. 670 M. *Defiance;* 707 M. *Auburn Junction;* 748 M. *Milford Junction;* 840 M. *Rock Island Junction;* 841 M. *South Chicago.*

860 M. **Chicago** *(Grand Central Station)*, see R. 48.

46. From Buffalo to Chicago.

a. Viâ Lake Shore & Michigan Southern Railroad.

540 M. Railway in 13-18 hrs. (fare $ 14; sleeper or parlor-car $ 3). This line skirts the S. shore of Lake Erie. From *New York* to *Chicago* by this route, see R. 47d.

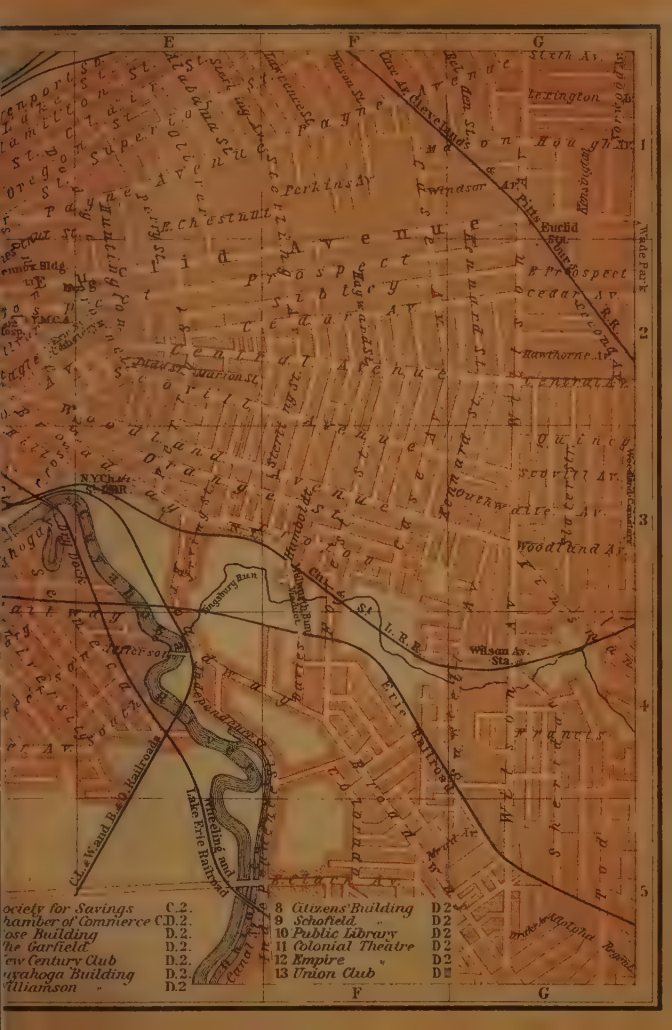
Probably the fastest long railway run on record was that made on this line in Oct., 1895 (510 M. in 470 min., or upwards of 65 M. per hour).

Buffalo, see R. 28a. Several small stations are passed. 32 M. *Silver Creek* was the home of Kitty, in 'A Chance Acquaintance', by W. D. Howells. At (40 M.) *Dunkirk* (Gratiot, from $ 2; Erie, $ 2-2½) connection is made with the Erie R. R. (comp. p. 344). Pleasant views of Lake Erie to the right. 49 M. *Brocton Junction* (for Chautauqua, etc.), see p. 300. — 58 M. *Westfield* is the point of intersection with the 'Old Portage Road', a military route constructed by the French explorers in 1753. At (68 M.) *State Line* we pass into *Pennsylvania*. — 88 M. **Erie** (*Reed Ho.*, $ 2-4½; *Liebel Ho.*, $ 2-2½; *Union Depot Hotel; Massasauga Point*, on the lake), a lake shipping-port with a good harbour (enclosed by *Presque Isle*) and 52,733 inhab., occupies the site of a French fort built in 1749 and was the headquarters of Commodore Perry when he defeated the Anglo-Canadian fleet in 1813. It contains some handsome buildings, including the *Pennsylvania Soldiers' and Sailors' Home*, and has important manufactories of boilers and engines. It is the junction of lines to Philadelphia (p. 259), Pittsburg (p. 295), etc. — 103 M. *Girard* (p. 300). Beyond (108 M.) *Springfield* we enter *Ohio* (the 'Buck-eye State', so called from the buckeye-tree, *Æsculus flava* or *glabra*). 129 M. *Ashtabula* is the junction of a line to Oil City, Pittsburg, etc. 154 M. *Painesville* is also the junction of a line to Pittsburg. 161 M. *Mentor* was the home of Pres. Garfield (d. 1881), whose large white house may be seen beyond the station, to the left. — In approaching Cleveland we cross *Gordon Park* (p. 332).

183 M. **Cleveland.** — **Railway Stations.** *Union Depot* (Pl. C, 1, 2), at the foot of Bank St.; *Erie Depot* (Pl. C, 2), near the Viaduct; *New York, Chicago, & St. Louis Railroad* (Pl. E, 3), Broadway; *Cleveland & Canton Railroad* (Pl. D, 2), Ontario St.; *Valley Railway* (Pl. C, 2), S. Water St.

Hotels. Hollenden (Pl. a; D, 2), Superior St., cor. of Bond St., a large house, R. from $ 1; Euclid (Pl. b; D, 2), Euclid Ave., R. from $ 1, with

Wagner & Debes Geogr. Estab.t Leipsig.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F
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Prospect
Hawthorne
Quincy
Woodland Av.
Wilson Av. Sta.
Erie Railroad
Flats
Perkins Av.
Chestnut
Superior
Orange
Payne
Marion St.
Scovill Av.
Cedar Av.
Lake Shore & M.S. Railroads
Nickel Plate Railroad
Cuyahoga River
Wade Park
Rockefeller Park
Cleveland Terminal & Valley R.R.
Big Creek
Kingsbury Run
Canal
Ontario St.
Water St.
Broadway
Woodland Ave.
Quincy Ave.
Prospect Ave.
Euclid Ave.
Hawthorne Ave.
Cedar Ave.
Scovill Ave.
Perkins Ave.
Lexington Ave.
Wade Park Ave.
Rockefeller Park
Flats

bath from $ 1½; Colonial, in the Colonial Arcade (p. 332); Forest City (Pl. d; C, 2), Monument Park, $ 2-3; Kennard (Pl. e; C, 2), $ 2-3; American (Pl. f; C, 2), $ 2-2½; Beverley (Pl. g; E. 2). 430 Euclid Ave., from $ 2½; Hawley Ho., $ 2, R. from 75 c.; Baldwin (Pl. i; D, 2), for men only, R. from $ 1.

Restaurants. **Hollenden*, see p. 330; *Lennox*, Euclid Ave. and Erie St.; *Boehmke*, 250 Erie St.; *Savarin*, Ontario St.; *Stranahan*, in the Arcade.

Electric Tramways traverse the chief streets in all directions and run to various suburban points (fare within the city 3 c.). — **Cab** from station to hotel, each pers. 50 c., incl. baggage; per hour, $ 1½; other fares in proportion; 50 per cent. more after 11 p.m.

Places of Amusement. *Opera House* (Pl. D, 2), Euclid Ave.; *Empire Theatre* (Pl. 12; D, 2; first-class vaudeville); *Colonial Theatre* (Pl. 11; D, 2; vaudeville); *Lyceum Theatre* (Pl. C, 2); *Star Theatre* (Pl. D, 2); *Cleveland Theatre* (Pl. C, 2).

Post Office, Superior St., between Bank and Seneca Sts. (Pl. C, 2; temporarily; comp. below).

Cleveland (580 ft. above the sea), the largest city of Ohio, with (1900) 381,768 inhab., lies on the S. shore of Lake Erie, at the mouth of the small *Cuyahoga River*, and, with its broad and well-paved streets, its green lawns and squares, and its numerous trees ('Forest City'), makes a favourable impression on the visitor. Its important iron and steel works produce goods to the annual value of $ 40,000,000; it is the chief seat of the Standard Oil Co.; and it carries on a very extensive trade through its excellent harbour. Most of its factories, among which may also be mentioned those for the making of sewing-machines, electro-dynamic machinery, and electric lamp carbons, are tucked away in the river-valley below the level of the plateau on which the city lies, or are in West Cleveland and along the river-front.

Cleveland was founded in 1796, but did not begin to grow with any rapidity until the completion of the Ohio Canal, connecting Lake Erie with the Ohio (1834). Its pop. in 1830 was 1000, in 1860 it was 43,417, in 1880 it was 160,142, and in 1900 it was 261,353. Cleveland is one of the chief ship-building cities in the United States. The value of its manufactures in 1900 was $ 140,000,000 (28,000,000*l.*); 59,000 hands were employed.

The chief business-street is Superior Street (Pl. C-F, 2, 1), a really fine and wide thoroughfare, the W. end of which is lined with substantial business blocks, such as the *Perry-Payne Building* (Nos. 103-109). A little farther on the street expands into **Monumental Park* or the *Public Square* (Pl. C, D, 2), containing a *Soldiers' Monument* and a *Statue of Gen. Moses Cleaveland* (1754-1806), founder and godfather of the city. The new **Federal Building**, now in course of erection, at the N.E. corner of the square, will contain the *Post Office*, the *Custom House*, and the *Court House*. At the N.W. corner is the *Old Court House* (Pl. C, 2), adjoined by the *American Trust Building* (14 stories). On the N. side of the square, at the corner of Ontario St., is the handsome building of the **Society for Savings* (Pl. 1; C, 2), established in 1849 and now containing upwards of 45 million dollars (nine millions sterling). There are no stock-holders, the entire profits going to the 73,000 depositors (*View from the top of the building). Adjacent is the *Chamber of Com-*

merce (Pl. 2; C, D, 2). In Superior St., beyond the Federal Building, is the massive **City Hall** (Pl. D, 2), which is adjoined by the *Public Library* (Pl. 10; 212,000 vols.). — A little to the N. of this point is the huge *New Central Armoury* (Pl. D, 1).

***Euclid Avenue** (Pl. D-G, 2, 1), which begins at the S.E. angle of the Public Square, is at its E. end also an important artery of business and farther out becomes one of the most beautiful residence streets in America, with each of its handsome houses surrounded by pleasant grounds and shady trees. To the left is the ***Arcade** (Pl. D, 2), 400 ft. long, 180 ft. wide, and 144 ft. high, with a fine five-balconied interior, running through to Superior St.; and to the right is the **Colonial Arcade** (Pl. D, 2), running through to Prospect St. At the corner of Bond St. are the tall *Garfield* (10 stories) and *New England* (16 stories) *Buildings* (Pl. 4, 5; D, 2), the top floor of the latter occupied by the *New Century Club*. Near Erie St. is the *Citizens Building* (Pl. 8; D, 2), and at the corner are the *Lennox Building* (Pl. D, 2; l.) and the *Schofield Building* (Pl. 9; D, 2; r.). At the corner of Muirson St. is the handsome new building of the *Union Club* (Pl. 13; D, 2). Farther on are several fine churches. About $4\frac{1}{2}$ M. from the square (street-car) Euclid Ave. reaches the beautiful ***Wade Park**, which contains statues of *Commodore Perry* (p. 330) and *Harvey Rice*. Opposite the Park are the buildings of the **Western Reserve University** (including *Adelbert College*, *Cleveland Medical College*, etc.; 875 students) and the *Case School of Applied Sciences* (450 students). About $1\frac{1}{2}$ M. farther on, the avenue ends at ***Lake View Cemetery**, containing the ***Garfield Memorial* (adm. 10 c.; erected in 1890 at a cost of $ 130,000), the top of which (165 ft. high) affords a splendid *View.

Prospect Street (Pl. D-G, 2), which runs parallel to Euclid Ave. on the S., is little inferior to it in beauty. At the corner of Erie St. are the *Rose Building* (Pl. 3; D, 2) and the handsome building of the *Young Men's Christian Association* (Pl. D, 2; r.). — Another favourite resort is ***Gordon Park**, to the N.E. of the city, on the lake, connected with Wade Park by a fine boulevard, which also extends to the new *Rockefeller Park*. — The huge *Market* (Pl. D, 2), in Ontario St., is well equipped.

Cleveland is connected with *West Cleveland*, on the other side of the Cuyahoga Valley, by an enormous ***Viaduct** (Pl. C, 2), 1070 ft. long, completed in 1878 at a cost of $ 2,200,000 (440,000*l.*) and deservedly regarded as a wonderful feat of engineering. The main portion of the viaduct is of stone, but the central part is of iron lattice-work and swings open to allow the passage of vessels. The *View of the manufacturing quarters in the valley from this viaduct is very imposing, especially at night. There are three other similar viaducts at different parts of the city (see Pl. D, 2; F, 3).

Driving parties may cross the Viaduct and follow *Lakeside Ave.* and *Detroit St.* to (8 M.) *Rocky River*, a favourite supper-resort in summer.

A visit may also be paid to the great OIL DISTRICT at the S. end of Wilson Ave. (comp. Pl. G, 5), where the enormous tanks and refining works of the *Standard Oil Co.* are situated.

The huge ORE DOCKS of the ERIE R. R., on the W. side of the city, sometimes contain 2,000,000 tons. — The HARBOUR (Pl. A, B, 1, 2) and BREAKWATER (2 M. long) also repay inspection.

Cleveland is, naturally, an important RAILWAY CENTRE, from which lines radiate, more or less directly, to *Pittsburg* (p. 295), *Marietta*, *Columbus* (p. 326), *Cincinnati* (p. 334), *Toledo* (see below), *Chicago* (p. 346), etc. — STEAMERS ply to all important points on the Great Lakes.

At (208 M.) *Elyria* the line forks, the branches reuniting at *Millbury* (see below). The chief station on the right branch is (243 M.) **Sandusky** (*West Ho.*, *Sloane Ho.*, $2-3), with a good harbour, a *Soldiers' Home* (visible to the left), the *State Fish Hatchery*, and a large trade in fish and fruit (see p. 341). Pop. 19,664. Beyond Sandusky we cross the *Bay Bridge* (4 M. long, including approaches), affording a fine view of the lake. — The left or inland line runs via (247 M.) *Oberlin* (with a college open to both sexes, white or coloured; 1500 students; good art-collection, bequeathed in 1904) and (238 M.) *Norwalk*. — 288 M. *Millbury*.

296 M. **Toledo** (*Boody Ho.*, $ 2½-5; *St. Charles*, $ 2½-4, R. from $ 1; *Madison*, *Jefferson*, $ 2-3; *Rail. Restaurant*), a city and important railway-centre on the *Maumee River*, 6 M. from Lake Erie, with 131,822 inhab., has a large trade in grain, clover-seed, coal, iron ore, and timber, and numerous manufactures (value in 1900, $ 37,000,000). Among the handsomest of its buildings are the **Public Library* (50,000 vols.), the *Soldiers' Memorial*, and the *Toledo Club House*. One of its newspapers is named the *Toledo Blade*. The *Monument to President McKinley* is by Albert Weinert. Many pleasant excursions may be made on the Maumee River.

FROM TOLEDO TO DETROIT, 65 M., railway in 2-2½ hrs. (fare $ 1.30). The chief stations are (25 M.) *Monroe* and (44 M.) *Trenton*. — 65 M. *Detroit*, see p. 335.

Beyond Toledo the line forks, the branches rejoining each other at Elkhart (see below). The 'Air Line' (used by through-trains) enters *Indiana* ('Hoosier State') at (337 M.) *Archibald* and runs through that state to (429 M.) *Elkhart*. The 'Old Line' enters *Michigan* ('Wolverine State') beyond (307 M.) *Sylvania* and passes (329 M.) *Adrian* (810 ft.; 9654 inhab. in 1900), the centre of a rich farming country, (362 M.) *Hillsdale*, a fine summer-resort, (408 M.) *Sturgis* (with the Lewis Art Gallery), and (420 M.) *White Pigeon*, the junction of a line to *Kalamazoo*, *Grand Rapids* (p. 338), and *Mackinaw* (p. 338).

439 M. *Elkhart* (735 ft.; Depot Hotel, $ 2½; Rail. Restaurant) is a busy little city, with 15,184 inhabitants. 454 M. *South Bend* (725 ft.; Oliver, $ 2½-5; Sheridan, Johnson, $ 2), a city with 36,000 inhab., on the *St. Joseph's River*, is known for its carriages and wagons (Studebaker's works). — 481 M. **La Porte** (*Teegarden Ho.*, $ 2; *Rail. Restaurant*), a little town, with 7113 inhab., handsome buildings, and brisk industries, lies near a chain of small lakes (*Clear*, *Stone*, *Pine Lakes*), which afford pleasant excursions (hotels, $ 1½-2; small steamers). La Porte is the junction of a

line to *Indianapolis* (p. 378). 491 M. *Otis. Lake Michigan* (p. 342) soon comes into sight on the right, and we enter *Illinois* ('Prairie State') at (499 M.) *Chesterton.* Various suburban stations are passed before we reach the *La Salle St. Station* at —

540 M. **Chicago** (see p. 346).

b. Viâ New York, Chicago, and St. Louis Railroad.

523 M. Railway (*'Nickel Plate Line'*) in 15-19 hrs. (fare $ 12; sleeper or parlour-car $ 3).

Buffalo, see p. 239. As far as (184 M.) *Cleveland* (p. 330) this line runs parallel with the one above described and passes the same stations. Beyond Cleveland it follows the shore of Lake Erie pretty closely. 210 M. *Lorain*, the junction of a line to *Elyria* (p. 333). Beyond (221 M.) *Vermillion* the line bends to the left and runs inland. 240 M. *Kimball;* 248 M. *Bellevue* (Rail. Restaurant); 260 M. *Green Springs* (Oak Ridge, $ 2½), with copious sulphur springs; 280 M. *Fostoria*, the junction of several railways; 286 M. *Arcadia* (carriages changed for poin'ts on Lake Erie & Western R. R.); 300 M. *McComb;* 310 M. *Leipsic Junction*, for a line to Dayton and Cincinnati. Beyond (349 M.) *Payne* we enter *Indiana.*

371 M. **Fort Wayne** (775 ft.; *Aveline Ho., Wayne Ho.*, $ 2½-3½; *Rail. Restaurant*), an industrial city of 45,115 inhab., on the *Maumee River*, here formed by the confluence of the *St. Joseph* and the *St. Mary*, occupies the site of an old fort (first built in 1764), which plays a considerable part in Colonial history. It is a railway-centre of great importance (comp. p. 326). — Near (424 M.) *Tippecanoe* Gen. Harrison ('Old Tippecanoe') defeated Tecumseh, at the head of the Miamis and Shawnees, in 1812. — 477 M. *Valparaiso*, with a normal school and business college attended by 4000 students and having a medical department in Chicago. — Farther on we enter *Illinois.* 514 M. *Grand Crossing;* 516½ M. *Englewood;* 522 M. *Thirty-First Street* (Chicago).

523 M. **Chicago** (*Grand Central Station*), see p. 346.

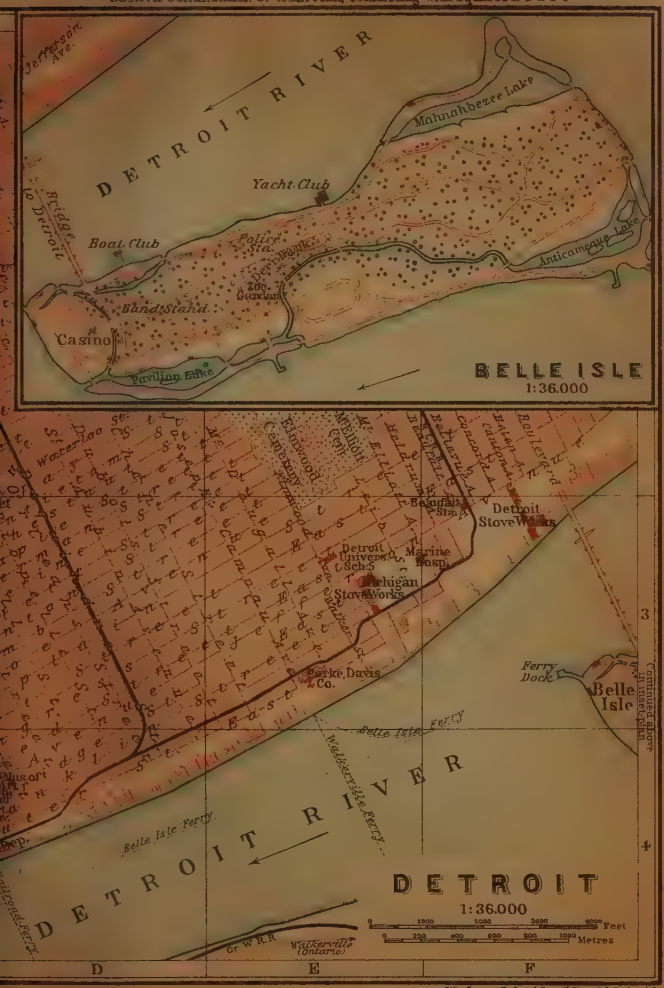
c. Viâ Michigan Central Railroad.

536 M. Railway (*'North Shore Line* or *'Niagara Falls Route'*) in 13-16 hrs. (fare $ 13; parlour-car or sleeper $ 3). This line runs on the N. side of Lake Erie, through the Canadian province of Ontario. It affords a good view of *Niagara Falls* (see below). Luggage checked to United States points is not examined; small packages examined in crossing the Cantilever Bridge (p. 253).

Buffalo, see p. 239. The train descends along the right bank of the *Niagara River* (comp. p. 242) to (22 M.) *Niagara Falls, N. Y.* (p. 250), and (24 M.) *Suspension Bridge* (p. 247). It then crosses the river by the **Cantilever Bridge* described at p. 253 (*View of rapids) to (24½ M.) *Niagara Falls, Ontario* (p. 339). Thence it runs to the S., along the *Victoria Park* (p. 252), to (25½ M.) *Victoria Park* and (27 M.) *Falls View*, where all trains stop five minutes to allow passengers to enjoy the splendid **View of Niagara Falls*

Gd Haven
Bay Cy Pt Huron
Milwaukee Jc Dep
Woodward Ave Sta
C.T.R.R.
Toledo
Ann Arbor & Gd Rapids (Chicago)
Fort Wayne
Adrian
Athletic Club
Grace Hosp.
Harper Hospital
1st Presbyt. Ch.
Congr. Unitar. Ch.
Ho. of Correct
Health Off. & Coun
Chain of Com.
City Hall
Union Trust
Union Depot
Central Dep
Windsor Ferry
Madison Ave.
Washington Ave.
Bagley Ave.
Sproat St.
Ledyard St.
Pitcher St.
Simson St.
Pargons St.
Martin Pl.
Prentiss Ave.
Hudson Ave.
Colburn Pl.
Bohemian St.
Vienna St.
Amsterdam St.
Harper Ave.
Medbury Park
Hendrie Ave.
Kirby Ave.
Merrick Ave.
Hancock Ave.
Forest Ave.
Garfield Ave.
Canfield Ave.
Hazel St.
Laurel St.
Myrtle St.
Sycamore St.
Butternut St.
Baggy St.
Pearl St.
Chester St.
Lafayette St.
Marantette St.
Dalzette St.
Levevett St.
Michigan Ave.
Bagley Ave.
Grand Circus Park
Y.M.C.A.
Pub. Libr.
Camp. St.
County Bldg.
Majestic
Martins
Union Depot
Central Dep
Windsor Ferry

Eastern Continuation of Main Plan, connecting with Squares F 3 & F 4



Wagner & Debes' Geog. Estab. Leipzig

(p. 249). We then turn to the right (W.). 38 M. *Welland*, a small town with 3000 inhab., lies on the *Welland Ship Canal* (27 M. long) uniting Lake Ontario with Lake Erie. It is the junction of a direct line to Buffalo and of a line to *Hamilton* and *Toronto*. 79½ M. *Hagersville*. — 139 M. **St. Thomas** (*Grand Central*, $ 2-2½; *Rail. Restaurant*, meal 75 c., very fair), a thriving town with 12,500 inhab., is the junction of lines to Toronto, London (p. 340), St. Clair (p. 338), and *Port Stanley*, the last, the chief harbour on the N. side of Lake Erie, lying 8 M. to the S. — 194 M. *Fargo;* 220 M. *Comber;* 234 M. *Essex*. At (250 M.) *Windsor* (Crawford Ho., $ 3; British American Hotel, $ 2) the train is run on to a large steam-ferry and carried across the *Detroit River* to (251 M.) *Detroit*.

Detroit. — **Railway Stations.** *Central Station* (Mich. Cen. R. R.) cor. of Third and River Sts. *Union Station* (Wabash, Detroit Southern, Pere Marquette, and Can. Pac. railways), cor. of Third and Fort Sts. *Brush Street Station*, at the foot of Brush St., for the Grand Trunk and Lake Shore & Mich. Southern railways.

Hotels. *Cadillac (Pl. a; C, 4), Michigan Ave., $ 3-8; Russell House (Pl. b; C, 4), Campus Martius, $ 3-5, R. from 1½; Ste. Claire (Pl. c; C, 3, 4), cor. of Randolph St. and Monroe Ave., $ 2½-3½, R. from $ 1; The Wayne (Pl. d; B, 4), opposite the M. C. R. R. Depot, $ 2-3½, R. from $ 1; Griswold (Pl. e; C, 4), cor. of Griswold St. and Washington Ave.; Normandie (Pl. f; C, 4), from $ 2, R. from $ 1; Gies (Pl. g; C, 4), Oriental (Pl. h; C, 3, 4; with good Turkish baths), Metropole (Pl. i; C, 4), these three commercial. — *Swan's Restaurant*, 87 Woodward Ave.

Electric Tramways traverse the principal streets (5 c.) and run to various neighbouring points. — **Cabs:** drive within the city limits, up to ½ M., 1 pers. 25 c., within 2 M. 50 c., 3 M. 75 c.; first hour 1-4 pers. $ 1½, each. addit. hr. $ 1; fare and a half between 11 p.m. and 5 a.m.; trunk over 50 lbs. 25 c.

Ferries ply from the foot of Woodward Ave. to *Belle Isle* and to *Windsor* every ¼ hr., and to *Amherstburg* and *Bois Blanc Park* at 9 a.m. and 3.30 p.m., and from the foot of Joseph Campau Ave. to *Belle Isle* and to *Walkerville* every ½ hr. — **Steamboats** ply to *Put-in-Bay Islands* (p. 341), *St. Clair*, *Cleveland*, *Buffalo*, *Port Huron*, *Sault Ste. Marie*, *Mackinaw*, and other points on the Great Lakes.

Theatres. *Detroit Opera House*, on the N. side of the Campus Martius (Pl. C, 4); *Avenue*, Jefferson and Woodward Aves., *Temple*, Monroe Ave., two vaudeville houses.

Post Office (Pl. C, 4), Fort St. West, corner of Shelby St.

Detroit (580 ft.), the chief city of Michigan, with (1900) 285,700 inhab., is situated 18 M. from Lake Erie, on the N.W. bank of the *Detroit River*, which connects that lake with the small *Lake St. Clair* (530 ft.), just above the city, and so with Lake Huron (p. 341). It is a well-built town, with numerous trees, carries on a large traffic in grain, wool, pork, and copper, and has many important manufactures. Most of its streets (which are notable for their cleanliness) are laid out on the rectangular plan, but several avenues radiate from a centre like the spokes of a wheel. The city is lighted by electricity by a system of lofty steel towers (150-175 ft. high).

The site of Detroit was visited by Frenchmen in 1670 and 1679 (La Salle), and in 1701 the Sieur de la Motte Cadillac (p. 134) founded *Fort Pontchartrain* here. In 1760 it passed into the hands of the English, and in 1763-66 it was successfully defended for 15 months against the Indian

chief Pontiac. It was nominally ceded to the United States in 1783, but the Americans did not become masters of it till 1796. The fort was taken by the British in 1812 and retaken by the Americans in 1813. Detroit was incorporated as a city in 1824, with about 1500 inhabitants. In 1850 the population was 21,019, in 1880 it was 134,834, in 1890 it was 205,876.

Some idea of the volume of traffic on the Great Lakes may be gathered from the fact that at least 60,000 vessels pass Detroit yearly in the seven months during which navigation is open, carrying about 50 million tons of freight.

The staples of its manufactures, the value of which in 1900 was over $100,000,000 (20,000,000*l.*), are iron and steel goods, cars and car-wheels, stoves (150,000 annually), drugs, confectionery, fur, salt, and tobacco.

The huge soda ash plants of the *Solvay Process Co.*, *J. B. Ford & Co.*, and the *Michigan Alkali Co.*, taking advantage of the immense deposits of salt in this locality and the near proximity of good limestone, are situated on the river just below the city.

The finest private art-gallery in Detroit is the *Whistler Collection* of Mr. Charles L. Freer, 33 Ferry Ave., which the owner is willing to show to those really interested.

Woodward Avenue (Pl. A-C, 1-4), running N.W. from the river and dividing the city into two nearly equal parts, is the main business thorough-fare and the chief centre of life. Most of the principal buildings are on or near it. Near its foot (S.E. end) are the chief *Steamboat Wharves* and the *Ferry to Windsor* (p. 335; Pl. C, 4). About $^1/_2$ M. from the river the street expands into the Campus Martius (Pl. C, 4), adorned with a handsome fountain, from which *Michigan* and *Gratiot Avenues* diverge to the left and right. To the left stands the **City Hall** (Pl. C, 4; to be remodelled), the tower (view) of which contains a clock with a dial $8^1/_2$ ft. in diameter. In front of the City Hall is the *Soldiers' Monument*, by Randolph Rogers, and in front of the *Opera House* (p. 335) is a *Bust of ex-Governor Bagley*. At the corner of Woodward Ave. rises the tall *Majestic Building* (Pl. C, 4; fine view from the roof, 10 c.).

In Gratiot Ave., near the Campus Martius, is the **Public Library** (Pl. C, 4), containing 180,000 vols. and some historical relics. At the corner of Griswold St. (running parallel with Woodward Ave. on the W.) and Grand River Ave. is the *Young Men's Christian Association* (Pl. C, 4). The *Chamber of Commerce* (Pl. C, 4), at the corner of Griswold and State Sts., is 13 stories high. — The *Post Office* (Pl. C, 4), in Fort St., adjoining the site of the old *Fort Lernoult*, is a handsome building. The evacuation of Fort Lernoult by the British on July 11th, 1796, was the closing act of the War of Independence (memorial tablet).

Just to the E. of the Campus Martius, in the block bounded by Congress, Fort, Brush, and Randolph Sts., stands the ***County Building** (Pl. C, 4). It is in a plain Renaissance style with a Corinthian portico over the main entrance, sculptures in the pediment, and a tower surmounted by a gilded dome.

A little farther on Woodward Ave. reaches Grand Circus Park (Pl. B, C, 3), a square with trees and fountains. At the corner of Edmund Place, $^1/_2$ M. farther on, are the **First Unitarian* and *First Presbyterian Churches* (Pl. B, 3), two fine Romanesque buildings of red stone. To the right, at the head of Martin Place, is the handsome *Harper Hospital* (Pl. B, 2); and *Grace Hospital* (Pl. B, 2) is also seen to the right (cor. of Willis Ave. and John R. St.) a little farther on. To the left, a little higher up, is the *Detroit Athletic Club* (Pl. B, 2; Nos. 833-865). The N. end of Woodward Avenue

and the adjoining streets form the principal residence-quarter of the town.

Jefferson Avenue (Pl. C-F, 2-4), which runs at right angles to Woodward Ave., crossing it 1/5 M. from the river, contains many of the chief wholesale houses, and towards its N.E. end has also many pleasant residences. The site of Fort Pontchartrain (p. 336) was at the corner of Jefferson Ave. and Griswold St., two squares to the W. of Woodward Ave. (memorial tablet on the Griswold St. side of the office of the *Michigan Mutual Life Insurance Co.*). To the E., on the left side of the street, are the R.C. *Cathedral of SS. Peter and Paul* and the *Jesuit College* (C, D, 4), and on the right side the *Academy of the Sacred Heart* (Pl. C, 4). On the same side, at the corner of Jefferson Ave. and Hastings St., about 1/2 M. to the E. of Woodward Ave., stands the **Museum of Art** (Pl. D, 4; Sun. and Mon., 2-4, other days, 9-4, free).

The chief contents of the Museum are the *Scripps Collection of Old Masters* and the *Stearns Collection of Japanese, Chinese, and East Indian Curiosities*. The former contains a painting by *Rubens* (David and Abigail), pen-and-ink drawings by *Raphael* and *Michael Angelo*, and works ascribed to *Lippi, Pinturicchio, Masaccio, Bellini, Da Vinci, Matsys, Titian, Del Sarto, Correggio, Carracci, Guido Reni, Cuyp, Rembrandt, Teniers, Murillo, Corn. de Vos, De Hoogh*, etc.

At Nos. 1022-1056 Jefferson Ave., near Elmwood St., are the large *Michigan Stove Works* (Pl. E, 3).

In Atwater St., near this point, is the huge *Drug Manufactory of Messrs. Parke, Davis, & Co.* (Pl. E, 3). From the foot of Campau Ave. (Pl. E, 3), a ferry runs to *Walkerville*, with its large distilleries.

About 3 M. from Woodward Ave. we reach the bridge crossing an arm of the river to **Belle Isle** (Pl. F, 3, 4, and inset-plan), which is about 700 acres in extent and forms a beautiful public park, with fine trees and still retaining many of its natural features unimpaired. It contains a small *Zoological Collection* and a large *Aquarium*. In summer park-carriages take visitors round for a small fee. Fine view of Lake St. Clair from its E. end. The *Detroit Boat Club* here has the finest boathouse in the country, an artistic building of brick and cement (1902), which cost $ 80,000 (visitors welcome). *Ferries*, see p. 335.

Among other points of interest in Detroit are **Elmwood Cemetery* (Pl. E, 2), in the E. part of the city, about 1/2 M. to the N.W. of Jefferson Ave.; *Fort Wayne*, on the river, 3 1/2 M. to the S.W. of Woodward Ave. (tramway through Fort St.), garrisoned by a few companies of U. S. troops; **Water Works Park* (beyond Pl. F, 2), on the river, about 4 M. from the centre of the city; *Palmer Park* (bey. Pl. A, 1), about 5 M. out along Woodward Ave.; and *Clark Park*, a piece of original forest in the W. part of the city. — A wide Boulevard has been constructed round the entire city, beginning and ending at the river-front.

In summer Detroit forms an admirable centre for water and other excursions. — To the N. lies the beautiful **Lake District of Oakland County**, easily reached by the *Detroit & Pontiac Trolley Line* in 1 1/4-1 1/2 hr. The terminus of this line is (25 M.; fare 25 c.) *Pontiac*, about 6 M. from which is *Orchard Lake*, the chief resort of the district. — Among other favourite resorts are *Grosse Pointe* (with country club and golf links), on *Lake*

St. Clair, 9 M. to the E., with the country-houses of many of the citizens; *St. Clair Flats*, a shooting and fishing resort, with its hotels and cottages built on piles; *Windsor* (p. 335); *Mt. Clemens* (see below; also reached by trolley-line, passing the curious *Grotto of the Virgin*, 7 M. from Detroit); *St. Clair Springs* (Somerville, $ 2½-5; Oakland, from $ 3); *Kingsville* (Ont.), on the N. shore of Lake Erie, 30 M. from Detroit; and *Put-in-Bay Islands* (p. 341).

From Detroit to *Toledo*, see p. 333.

From Detroit to Lansing and Grand Rapids, 153 M., railway (Pere Marquette) in 4-5 hrs. — 23 M. *Plymouth.* — 85 M. **Lansing** (*Downey*, $ 2-3½; *Hudson*, $ 2-2½), the capital of Michigan, is a manufacturing city of (1900) 16,485 inhab., on the *Grand River*. Adjoining the Capitol is a statue of Gov. Austin Blair, erected in 1893. — 150 M. **Grand Rapids** (*Morton Ho.*, $ 2½-4; *Livingston*, $ 2½-4½), a busy city of (1900) 87,565 inhab., with fine water-power afforded by a fall of 18 feet on the Grand River (value of manufactures in 1900, $ 25,000,000).

From Detroit to Port Huron, 59 M., railway in 1¾ hr. — 22 M. *Mt. Clemens* (Avery, $ 3-5; Egnew, Park, $ 2-4). — 59 M. *Port Huron* (p. 340).

From Detroit to Mackinaw City (*Mackinac Island*), 291 M., railway in 9 hrs. — This railway traverses nearly the entire length of Michigan from S. to N., passing through one of the greatest 'lumbering' regions in America. 60 M. *Lapeer*; 87 M. *Vassar*, the junction of a line to (22 M.) *Saginaw City* (42,345 inhab. in 1900). — 108 M. **Bay City** (*Fraser Ho.*, $ 2½-3), situated near the point where the *Saginaw* empties into *Saginaw Bay*. with (1900) 27,628 inhab. and a large trade in timber, fish, and salt. — 142 M. *Alger*; 228 M. *Gaylord*. — 291 M. *Mackinaw City* (Wentworth, $ 2), with (1900) 564 inhab., lies at the N. extremity of Michigan, on the *Straits of Mackinac* (4 M. wide), which connect *Lake Michigan* (p. 342) and *Lake Huron* (p. 341). Steamers run hence, in connection with the trains, to *St. Ignace* (p. 372), on the opposite side of the Straits, and to (8 M.) *Mackinac Island* (see below), while others run to *Sault-Ste-Marie* (p. 374), *Manistique*, etc.

*Mackinac Island, a rocky and wooded little islet, 9 M. in circumference, contains a good deal of picturesque scenery in its narrow limits and has become a favourite place of summer-resort. Its fresh breezes, clear water, excellent fishing, and romantic legends are additional attractions. On the S. side of the island lies the picturesque village of *Mackinac*, with 665 inhabitants. On the cliff above it stands *Fort Mackinac*, and a little farther inland are the ruins of *Fort Holmes* (300 feet; *Views), built by the British. The largest hotel on the island is the *Grand Hotel* (1300 beds; $ 3½-5), on a bluff near the village; and good accommodation may also be obtained at the *Astor House* ($ 2½-3), the *Mission House* ($ 3), the *Murray* ($ 2-3), the *Island House* ($ 2½-4), the *Mackinac* ($ 2½-3), and other smaller inns and boarding-houses. Among the chief points of interest on the island are the **Arch Rock*, on the E. side, 150 ft. high; the *Lover's Leap*, 145 ft. high; *Robertson's Folly*, the *Giant's Causeway*, *Sugar Loaf Rock*, *Scott's Cave*, the *British Landing* (1812), etc. Excursions may be made to *St. Ignace* (p. 372), the *Chenoaux Islands*, *Bois Blanc Island*, etc. A steamboat tour round the island should also be made. The island was frequently visited by the early French travellers and remained in possession of France from 1610 to 1761, when it was ceded to Great Britain. It came into the hands of the United States in 1796, was taken by the English in 1812, and was restored to the United States in 1815. The Astor House (see above) was the headquarters of the *Astor Fur Co.*, founded by John Jacob Astor, in 1809-50. Comp. the 'Annals of Fort Mackinac', by *D. H. Kelton*, and 'Anne', by *Constance Fenimore Woolson*. — Mackinac Island is also reached from Detroit by steamer.

From Detroit to Cincinnati, 263 M., railway in 7-8 hrs. The chief intermediate stations are (60 M.) *Toledo* (p. 333), *Lima* (131 M.), *Dayton* (201 M.; p. 345), and *Hamilton* (237 M.; p. 379). — 263 M. *Cincinnati*, see p. 384.

From Detroit to Columbus, 184 M., railway in 9 hrs. We diverge from the above line at (60 M.) *Toledo*, and follow the *Hocking Valley Railway*. — 184 M. *Columbus*, see p. 327.

Beyond Detroit the line runs almost due W., across the State of Michigan. 268½ M. *Wayne Junction;* 280½ M. *Ypsilanti*, a paper-making town of (1900) 7378 inhab., on the *Huron River*, which we now follow. — 288 M. **Ann Arbor** (770 ft.; *American*, $ 2-3; *Cook Hotel*, from $ 2; *New Arlington*, $ 2), a flourishing, tree-shaded city of (1900) 14,500 inhab., situated on both sides of the Huron River, is the seat of the UNIVERSITY OF MICHIGAN, founded in 1837.

This university, one of the most important educational institutes in the United States, is attended by about 4000 students, of whom ⅓ or ⅛ are women. It differs from the large Eastern universities in being a State institution. It is richly endowed and has several fine buildings, good museums and laboratories, and a library of about 175,000 volumes.

Ann Arbor is also connected with Detroit by electric tramway (fare 50 c.).

327 M. *Jackson* (925 ft.; Hibbard, Ruhl, $ 2-3), an industrial town on the *Grand River*, has (1900) 25,180 inhab., and is the seat of the state-prison, which, with its central tower, may be seen to the right. It is the junction of lines to Lansing (p. 338), Grand Rapids (p. 338), etc. Beyond (337 M.) *Parma* we follow the wheat-growing valley of the *Kalamazoo River*. 348 M. *Albion;* 359 M. *Marshall*. 372 M. *Battle Creek* is famous for its manufactories of cereal foods (Force, Korn Krisp, etc.), a visit to which is of some interest. 395 M. *Kalamazoo* (Burdick Ho., $ 2½-3), an agricultural centre with (1900) 24,404 inhab. and a Baptist College (175 students), is the junction of lines to Grand Rapids (p. 338) and *South Haven* (with interesting factories for making crates and baskets). — Our line now runs to the left (S.) to (443 M.) *Niles*, on the *St. Joseph River* (4287 inhab. in 1900). — 469 M. *New Buffalo*. We now enter *Indiana* and have Lake Michigan to the right. 479 M. *Michigan City*, with the state-prison for N. Indiana; 500 M. *Lake*. Beyond (515 M.) *Hammond* we enter *Illinois*. 522 M. *Kensington;* 530 M. *Hyde Park*.

536 M. **Chicago** *(Illinois Central Station)*, see R. 48.

d. Viâ Grand Trunk Railway.

541 M. RAILWAY in 15-18 hrs. (fares as above). This line passes through the peninsular part of the province of Ontario, one of the most fertile districts in Canada. — Hand-baggage examined in crossing the Niagara and St. Clair Rivers. — For fuller details, see *Baedeker's Canada*.

From *Buffalo* (p. 239) we proceed to (24 M.) *Suspension Bridge* either by the N. Y. C. & H. R. R. R. or the Erie R. R. Thence we cross the river by the Lower Steel Arch Bridge (p. 253). From the Canadian village of (24¼ M.) *Niagara Falls* (Rail. Restaurant) the line runs almost due W. At (34 M.) *Merritton* we pass through a tunnel below the *Welland Ship Canal* (p. 335), the vessels in which may be seen sailing above our heads as we emerge. — 36 M. *St. Catharine's* (Welland, $ 2), a town of 9946 inhab., on the Welland Canal, with mineral springs. *Lake Ontario* is now often in view to the right. 50 M. *Grimsby Park*, with a Methodist camp-meeting ground, lies in a district producing abundance of peaches and other fruit.

68 M. **Hamilton** (255 ft.; *Royal*, $ 2½-4; *Waldorf*, $ 2-3; *Revere*,

St. Nicholas, $ 2; *Rail. Restaurant*), finely situated at the W. end of Lake Ontario, a busy industrial and commercial city of 48,980 inhab., is the junction of the railway to Toronto, which may also be reached by steamer. — 87 M. *Harrisburg* (735 ft.), the junction of various lines; 115 M. *Woodstock* (960 ft.).

144 M. **London** (805 ft.; *Tecumseh Ho.*, $ 2-3; *Grigg Ho.*, $ 1½-2; *Rail. Restaurant*), an important agricultural and railway centre, with 37,981 inhab. and a considerable trade. — 203 M. *Sarnia* (Bell Chamber, Vendome, $ 2), on Lake Huron, with 8176 inhabitants. We now pass from Canada to the United States (Michigan) by a **Tunnel*, 1⅛ M. long, under the *St. Clair River*.

This was constructed in 1889-90 at a cost, including approaches, of $ 2,700,000 (540,000 *l.*). It consists of a cast-iron tube, with an inside diameter of 20 ft., and was designed by *Mr. Joseph Hobson*.

Central time is now the standard. 206 M. **Port Huron** *(Harrington*, $ 2½-3½; *Huron Beach Hotel; Rail. Restaurant)*, with (1900) 19,158 inhab., lies on Lake Huron, at the mouth of the *Black River*, and carries on a trade of considerable importance (lumber, fish, etc.). The train now runs to the S.W. through Michigan. 251 M. *Lapeer* (p. 338). From (288 M.) *Durand* (Rail. Restaurant) a line diverges to *Grand Haven*, on Lake Michigan, whence a steamer plies to *Milwaukee* (p. 359). 320 M. *Lansing* (p. 338); 365 M. *Battle Creek* (p. 339; Rail. Restaurant); 396 M. *Schoolcraft;* 442 M. *South Bend* (p. 333); 485 M. *Valparaiso* (p. 334); 521 M. *Blue Island Junction*.

541 M. **Chicago** *(Dearborn Station)*, see R. 48.

e. By Steamer.

It is possible to go the whole way from Buffalo to Chicago by water, through Lakes Erie, Huron, and Michigan, without change of steamer. — The 'North Land' and 'North West', the two magnificent steamers of the Northern Steamship Co. (each 386 ft. long, of 5000 tons burden, and accommodating 500 passengers), leave Buffalo (wharf at foot of Main St.) every Wed. and Sat. in summer at 8 p.m. (central time). The 'North Land' goes through to Chicago, which it reaches on Sat. at 1 p.m.; the 'North West' goes to (3 days) *Duluth* (comp. p. 372), and Chicago passengers must change at (1½ day) *Mackinac Island*. Through-fare to Chicago $ 13.50, berths extra (to Mackinac from $ 3 up). Luggage up to 150 lbs. is free. Fares to *Cleveland*, $ 2.50; to *Detroit*, $ 4.75; to *Mackinac Island*, $ 8.50; to *Sault-Ste-Marie*, $ 10.75; to *Duluth*, $ 17.50. These steamers are admirably appointed in every way and afford most comfortable quarters. The Northern S.S. Co. works in connection with the Great Northern Railway and offers a large choice of circular and other tours by land and water. — At Mackinac Island (see above) Chicago passengers on the 'North West' change to the steamer 'Manitou' (3000 tons) of the Manitou Steamship Co., which reaches the 'Windy City' in one day more (from Buffalo 2½ days; meals on 'Manitou' à la carte, berth from $ 1). As the 'Manitou' does not call at *Milwaukee*, passengers for that city are sent on from Chicago by the Goodrich Line without extra charge.

The steamers of the Anchor Line ('Tionesta' the best) leave Buffalo (Atlantic Dock, foot of Evans St.) once or twice weekly between May 1st and Oct. 1st for *Duluth*, which they reach in about 4 days (through-fare, including berth and meals, $ 27). They call at *Erie*, *Cleveland*, *Detroit*, *Mackinac*

Island, *Sault-Ste-Marie*, *Marquette*, *Houghton*, and *Hancock*. At Sault Ste. Marie they connect with steamers for *Milwaukee* and (1 day) *Chicago* (through-fare from Buffalo $ 24.20, incl. meals and berth). If the steamer 'Manitou' is taken at Mackinac Island the through-fare is $ 22, not including meals or berths between Mackinac and Chicago.

Even if he has not time for the whole voyage, the traveller who is wearied of railway-travelling may be glad to make part at least of the distance by water. Stop-over checks are given by the Purser to first-class passengers on application. Warm wraps should be taken even in midsummer.

Some idea of the commerce carried on by the Great Lakes may be gathered from the fact that they are regularly traversed by a fleet of 5000 vessels of 1½-2 million tons' burden and manned by 40,000 men (all this exclusive of fishing-smacks, etc.). New vessels are built annually with a burden of about 120,000 tons. Comp. pp. 331, 336.

Buffalo, see p. 239. The steamer plies to the W. through **Lake Erie**, a description of which has been given at p. 240. The following are the points usually called at by the steamers of the Anchor Line, and ample time to go ashore is generally allowed (consult the captain). [The vessels of the Northern S.S. Co. touch at Cleveland and Detroit only before reaching Mackinac.]

80 M. **Erie**, see p. 331. The picturesque harbour is protected by *Presque Isle*. Hither Commodore Perry brought his prizes after defeating the English fleet in 1813. — Beyond Erie the steamer runs near the well-wooded shore, passing *Ashtabula* (p. 330).

175 M. **Cleveland** (p. 331), one of the most beautiful cities on the great lakes, is seen to advantage from the steamer. The *Garfield Memorial* (p. 332) is conspicuous as we approach. Several hours are usually spent here. — Then the coast becomes more picturesque. *Sandusky* (p. 333) is the chief place passed before we leave Lake Erie. The **Put-in-Bay Islands*, near the mouth of the Detroit, are a favourite summer-resort (several hotels).

Detroit River, which we ascend on leaving Lake Erie, is 25 M. long and varies in width from 4 M. at its mouth to ½ M. opposite Detroit. It generally presents a very animated scene (comp. p. 335).

285 M. **Detroit**, see p. 335.

We now pass *Belle Isle* (p. 337) by the Canadian channel and soon enter **Lake St. Clair** (530 ft.), a shallow lake, 25 M. in diameter and about 20 ft. deep. The intricate navigation of the shallow upper end is avoided by a canal 1½ M. long. The lake is connected with Lake Huron by the *St. Clair River*, a strait 40 M. long.

355 M. **Port Huron**, see p. 340. Opposite, on the Canadian shore, lies *Sarnia* (p. 340). We pass above the tunnel mentioned at p. 340. Between *Fort Gratiot* and *Fort Edward*, just above Port Huron, the strait narrows to 330 yds.

Lake Huron, which we now enter, is 250 M. long, 50-200 M. wide, 23,800 sq. M. in area, 580 ft. above the sea, and 300-1700 ft. deep. It contains about 3000 islands, and is often visited by violent storms. The steamer makes no stop before reaching —

620 M. **Mackinac Island** (p. 338), where passengers for Chicago often have to change steamers (hotels, see p. 338). Those who wish

to go on at once take the steamer 'Manitou', which makes close connection with the Buffalo boats; but there are several other steamers plying regularly between Mackinac Island and Chicago.

The steamer on which we have been travelling hitherto (with the exception of the 'North Land') goes on through the beautiful *St. Mary's River* (65 M. long), connecting Lakes Huron and Superior, to (695 M.) **Sault-Ste-Marie** (p. 374). Thence it traverses Lake Superior to (1065 M.; 3-5 days from Buffalo according to steamer) **Duluth** (p. 371) as described in the reverse direction in R. 53b.

The Chicago steamer passes through the *Straits of Mackinac* (p. 338), and enters **Lake Michigan** (590 ft. above the sea), the largest lake within the United States (360 M. long, 108 M. wide; greatest depth 900 ft.). Some of the steamers call en route at —

360 M. (980 M. from Buffalo) **Milwaukee** (see p. 359), about 16 hrs. from Mackinac, but the 'Manitou' (comp. p. 340) goes direct to Chicago. — 450 M. (1070 M.) **Chicago** (see p. 346).

47. From New York to Chicago.

a. Viâ Philadelphia and Pittsburg.

912 M. Pennsylvania Railroad in 23-33 hrs. (fare $ 24.25; continuous passage $ 20; sleeper $ 5). To the W. of Pittsburg we may go either viâ Crestline and Fort Wayne or viâ Columbus and Logansport (see R. 44). The *Pennsylvania Limited Train* on this route (fare $ 29, incl. sleeper), starting from New York at 10.25 a.m. and reaching Chicago at 8.25 a.m. (central time) next day, consists entirely of Pullman vestibuled cars and offers every imaginable comfort to the traveller. It is provided with a dining-car, a library, a smoking and outlook car, a barber's shop, a bath, a ladies' maid, and a stenographer. Through-cars on the other trains also.

From New York to (90 M.) *Philadelphia*, see R. 31; from Philadelphia to (444 M.) *Pittsburg*, see R. 37; from Pittsburg to (912 M.) *Chicago* (Canal St. Station), see R. 44. The most beautiful part of the route is that between Philadelphia and Pittsburg, most of which is traversed by the Limited Train by daylight.

b. Viâ Buffalo and Detroit.

There are various combinations by which this route can be effected. Through-carriages are run on the following: —

(a.) 976 M. New York Central and Hudson River R. R. to (440 M.) *Buffalo* and Michigan Central R. R. thence to (976 M.) *Chicago* in 24-32 hrs. (fare $ 20, sleeper $ 5).

(b.) 954 M. West Shore Railroad to (429 M.) *Buffalo* and Wabash R. R. thence to (954 M.) *Chicago* in 27½-35 hrs. (fare $ 18; sleeper $ 5; reclining chair cars free). Between *Suspension Bridge* and *Windsor* (p. 313) the line is operated jointly by the Grand Trunk and Wabash Railroads.

(a.) From New York to (440 M.) *Buffalo*, see R. 28a; from Buffalo to (976 M.) *Chicago* (Illinois Central Station), see R. 46c. This line affords a good view of *Niagara Falls* (see p. 334).

(b.) From New York to (429 M.) *Buffalo*, see R. 28b. From Buffalo to (454 M.) *Suspension Bridge* the Wabash route coincides with the Erie line as described in R. 28d. Beyond Suspension Bridge it is parallel with R. 46c., passing (472 M.) *Welland*, (500 M.) *Canfield Junction*, (529 M.) *Simcoe*, (551 M.) *Tilsonburg*, (576 M.)

St. Thomas, (603 M.) *Glencoe*, (637 M.) *Chatham*, and (683 M.) *Windsor* (p. 335). — 684 M. *Detroit*, see p. 335. Beyond Detroit the Wabash R. R. runs to the S.W., passing through a rich farming country. 743 M. *Adrian*, see p. 333; 780 M. *Montpelier*. The line now turns to the W. 804 M. *Ashley-Hudson;* 820 M. *Wolcottville;* 876 M. *North Liberty;* 900 M. *Westville;* 914 M. *Crocker;* 939 M. *Englewood* (p. 347). — 954 M. *Chicago* (Dearborn Station), see p. 346.

c. Viâ Buffalo and Port Huron.

982 M. Lehigh Valley Railroad to (463 M.) *Suspension Bridge* and Grand Trunk Railway thence to (982 M.) *Chicago* in 26-33½ hrs. (fare $ 19, sleeper $ 5).

From *New York* to (463 M.) *Suspension Bridge*, see R. 28e; from Suspension Bridge to (982 M.) *Chicago* (Dearborn Station), see R. 46d.

d. Viâ Buffalo and Cleveland.

(a.) 980 M. New York Central Railroad to (440 M.) *Buffalo* and Lake Shore & Michigan Southern R. R. thence to (980 M.) *Chicago* in 24-34 hrs. (fare $ 20; sleeper $ 5). The *Vestibule Limited Train* (comp. p. 342) on this route leaves New York at 5 p.m.

(b.) 952 M. West Shore Railroad to (429 M.) *Buffalo* and New York, Chicago, & St. Louis Railroad thence to (952 M.) *Chicago* in 27-36 hrs. (fare $ 18; sleeper $ 5).

(c.) 933 M. Delaware, Lackawanna, & Western Railroad to (410 M.) *Buffalo* and New York, Chicago, & St. Louis Railroad thence to (933 M.) *Chicago* in 27-35 hrs. (fare $ 18; sleeper $ 5).

(a.) From *New York* to (440 M.) *Buffalo*, see R. 28a; thence to (980 M.) *Chicago* (La Salle St. Station), see R. 46a. This line runs along the S. shore of Lake Erie.

(b.) From *New York* to (429 M.) *Buffalo*, see R. 28b; from Buffalo to (952 M.) *Chicago* (La Salle St. Station), see R. 46b.

(c.) From *New York* to (410 M.) *Buffalo*, see R. 28c; from Buffalo to (933 M.) *Chicago* (La Salle St. Station), see R. 46c.

e. Viâ Oswego and Suspension Bridge.

978 M. New York, Ontario, & Western Railway to (325 M.) *Oswego* in 10 hrs.; New York Central & Hudson River R. R. thence to (476 M.) *Suspension Bridge* in 4¼ hrs.; Wabash R. R. thence to (979 M.) *Chicago* in 13 hrs. (in all, 28 hrs.; fare $ 18, sleeper $ 5, reclining chair car free). — The trains start from the West Shore Station at Weehawken (p. 8; ferries from Franklin St. and W. 42nd St.).

Weehawken, see p. 67. As far as (53 M.) *Cornwall* the route coincides with that of the West Shore R. R. (R. 21c). Our line then diverges to the left (N.W.). 70 M. *Campbell Hall*, the junction of the Central New England R. R. (p. 193) and of the Wallkill Valley Line (for Lake Mohonk) to Kingston (p. 195). Beyond (80 M.) *Middletown* (560 ft.; Rail. Restaurant; comp. p. 245) the country is hilly and picturesque. 95 M. *Summitville* (540 ft.), the junction of lines to (22 M.) Port Jervis (p. 245), to (7 M.) *Ellenville* (Mt. Meenagha Ho., 1500 ft. above the sea, 2 M. from the station), a summer-resort among the *Shawangunk Mts.*, and to (35 M.) King-

ston (p. 195). We now skirt the S.W. side of the Catskills (p. 202) and begin to ascend the *Delaware Mts.* 103 M. *Mountain Dale* (960 ft.; Park Ho., from $2). — 120 M. **Liberty** (1580 ft.; *Ye Lancashire Inn*, from $3; *Wawonda, Buckley, Mansion Ho., Piney Woods Inn*, $2-3), a summer and winter health-resort, with the well-known *Loomis Sanitarium*, for cases of incipient consumption. It is a good centre for excursions. — At *Young's Gap* (1800 ft.) we reach the highest point of the line and begin to descend. 125 M. *Parksville* (1680 ft.); 137 M. *Rockland* (1285 ft.); 142 M. *Cook's Falls* (1185 ft.), on the *Beaverkill*. From (162 M.) *Cadosia* (1000 ft.) a branch-line runs to (54 M.) *Scranton* (p. 244). 159 M. *Apex* (1460 ft.). 180½ M. *Walton* (1220 ft.), for a branch to (17 M.) *Delhi*. Farther on the line crosses the watershed between the Delaware and the Susquehanna. 191 M. *Franklin* (1200 ft.), amid the N.W. foothills of the Catskills; 199 M. *South Unadilla* (1300 ft.), the station for (1½ M.) *Unadilla* (p. 202). At (202 M.) *Sidney* (1000 ft.), on the *Susquehanna*, we intersect the Del. & Hudson line from Albany to Binghamton (see p. 244). 205 M. *New Berlin Junction*, for lines to *Edmeston, Utica* (p. 233), and other points; 245 M. *Randallsville*, junction of a branch-line to (32 M.) *Utica* (p. 233). At (266 M.) *Castle* we intersect the West Shore R. R. (comp. p. 242). Beyond (267½ M.) *Oneida* (p. 234) we skirt the N. shore of *Lake Oneida*. 276 M. *Sylvan Beach* (Hot. St. Charles, from $2½). At (298 M.) *Central Square* we cross the R. W. & O. R. R. (see below).

325 M. **Oswego** (*Hotel Deep Rock*, $2-3) is a busy flour-making city and port, with 22,200 inhab., on *Lake Ontario* (p. 339).

We now pass on to the Rome, Watertown, & Ogdensburg R. R., which skirts the S. shore of Lake Ontario. 363 M. *Wallington*; 393 M. *Windsor Beach*. From (394 M.) *Charlotte* a branch-line runs to (7 M.) *Rochester* (p. 238). 415 M. *Morton*; 471 M. *Lewiston*. — 476 M. *Suspension Bridge* (p. 243). Hence to (978 M.) *Chicago* (Dearborn Station), see R. 47b.

f. Viâ Salamanca and Marion.

998 M. Erie Railroad in 25-32 hrs. (fare $18, sleeper $5). The solid through-train leaves New York at 2 p.m.

From *New York* to (332 M.) *Hornellsville* (1160 ft.), see R. 28d. Our line here diverges to the left from the line to Buffalo (p. 247). 359 M. *Wellsville* (1525 ft.). At (384 M.) *Cuba* (1700 ft.) we pass the culminating point of the route and begin to descend. From (396 M.) *Olean* (1440 ft.) to *Buffalo*, see p. 285. 408 M. *Carrollton*.

414 M. **Salamanca** (1385 ft.; *Keating, Dudley*, $2), with 4250 inhab., is the junction of a line to (43 M.) *Dunkirk* (p. 330). Central time here becomes the standard. — 447 M. **Jamestown** (1320 ft.; *Sherman Ho., Humphrey Ho.*, $2-4), a city of 22,892 inhab., near the S. outlet of Lake Chautauqua (p. 345), and (453 M.) **Lakewood** (*Kent*, $4), at the S. end of the lake, are frequented as summer-resorts.

Lake Chautauqua (1290 ft. above the sea; 720 ft. above Lake Erie), 18 M. long and 2 M. wide, is only 8 M. from Lake Erie but empties its waters into the Atlantic through the Conewango, Allegheny, Ohio, and Mississippi. It is surrounded by low hills. Steamers ply regularly from *Jamestown* and *Lakewood* to *Mayville* (p. 300), *Chautauqua* (see below), and *Point Chautauqua* (Grand Hotel, $3-3½).

Chautauqua (*Hotel Athenæum*, 500 beds, $2½-4; numerous small hotels and boarding-houses), a pretty little place on the W. bank of the lake, is famous as the summer meeting-place (July & Aug.) of the **Chautauqua Assembly**, a huge system of popular education, including home-reading circles and correspondence classes, which has spread all over the United States since its foundation by Bishop Vincent and Lewis Miller in 1878. It has had about 200,000 members. The *National Home Reading Union* of England has been founded on the same model. The public buildings of Chautauqua include assembly-halls, lecture-rooms, club-houses, a museum, a gymnasium, and a model of Palestine, 500 ft. long. The Summer School has classes in language, literature, science, art, and music, taught by upwards of 50 instructors from various American colleges and universities. The usual summer-recreations, such as boating, bathing, fishing, golf, and tennis, may all be enjoyed here. A so-called '*Citizen Tax*' is levied on all frequenters of the Chautauqua Summer Assembly (above twelve years of age): 10 c. per day, $1½ per week, $5 per season. The tuition fees are $5 for one department, $10 for two or more. The official address of the Assembly is Chautauqua, N. Y. — The *Jamestown & Lake Erie R. R.* runs from Jamestown to Chautauqua and Mayville (comp. p. 300).

About 15 M. beyond Jamestown we enter *Pennsylvania*. Beyond (474 M.) *Corry* (1430 ft.; p. 287) we descend the valley of *French Creek*. — 503 M. **Cambridge Springs** (1300 ft.; *Hotel Rider*, $2½-5; *Riverside*, $2-3; *Cambridge*, $2-2½; *Kelly*, $2), an attractive health-resort with chalybeate and other medicinal springs, efficacious in dyspepsia, rheumatism, gout, and nervous prostration. Pleasant drives and walks may be taken in the neighbourhood, and there is a golf-course. — 516 M. *Meadville* (1080 ft.; 10,290 inhab.) is the junction of a line to (36 M.) Oil City (p. 299). Near (559 M.) *Sharon* we enter *Ohio*. 572 M. *Youngstown*, the junction of a line to Pittsburg (p. 295); 589 M. *Leavittsburg* (890 ft.), the junction of a line to (49 M.) *Cleveland* (p. 330); 610 M. *Ravenna*, an agricultural and industrial town, with 4000 inhab.; 627 M. *Akron* (1005 ft.), a flour and woollen making city of 42,728 inhabitants. At (693 M.) *Mansfield* (1155 ft.; see p. 326) we intersect the Pennsylvania and B. & O. railroads. 729 M. *Marion* (960 ft.) is the junction for (84 M.) *Dayton* (p. 383) and (143 M.) *Cincinnati* (p. 384). 825 M. *Decatur;* 856 M. *Huntington;* 913 M. *Monterey;* 978 M. *Hammond;* 992 M. *Englewood;* 994 M. *47th Street* (Chicago).

998 M. **Chicago** (Dearborn Station), see next page.

g. Viâ Baltimore and Washington.

1048 M. Baltimore & Ohio Railroad in 31 hrs. (fare $18; sleeper $5). The *Vestibule Limited Train* (no extra fare) leaves New York at 12.55 p.m. and arrives in Chicago at 7 p.m. on the following day.

From *New York* to (90 M.) *Philadelphia*, see R. 31b; from Philadelphia to (186 M.) *Baltimore*, see R. 40; from Baltimore to (226 M.) *Washington*, see R. 42; from Washington to (1048 M.) *Chicago* (Grand Central Station), see R. 45.

48. Chicago.

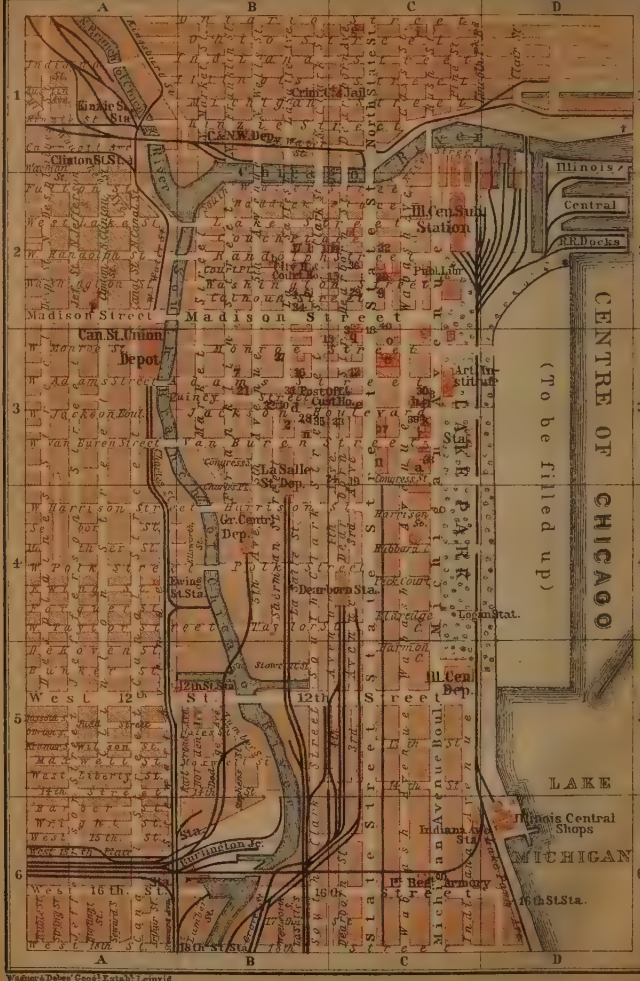
Plans. In the subjoined *General Plan* of Chicago (scale 1:100,000), referred to as Gen. Pl., clearness is aimed at by the omission of some of the streets. The important central section of the city is also given in a *Special Plan* (1:28,500), referred to in the text as Pl.†

Railway Stations. *Illinois Central R. R.* (Pl. C, 5), at the S. end of Lake Park, also used by the C. C. C. & St. L., the Wisconsin Central R. R., and the M. C. R. R. (suburban stations at the foot of Randolph St., Pl. C, 2, and at the foot of Van Buren St., Pl. C, 3 — the latter underground); *Canal St. Union Depot* (Pl. A, 3), for the C. & A., C. B. & Q., C. M. & St. P., P. C. C. & St. L., and P. Ft. W. & C. R.R.; *Van Buren* or *La Salle St. Depot* (Pl. B, 3), for the C. R. I. & P., the L. S. & M. S., and the N. Y. C. & St. L. R.R.; *Dearborn Station* (Pl. C, 4), cor. of Dearborn and Polk Sts., for the C. & G. T., A. T. & S. F., Erie, C. & E. I., Chic., Indianapolis, & Louisville, and Wabash R.R.; *Grand Central Depot* (Pl. B, 4), Harrison St., for the Chic. Terminal Transfer R. R. (belt line connecting with all the railways entering Chicago), the Pere Marquette System, the Chic. Gt. West. R. R., and the B. & O. R. R.; *Chicago & North-Western* (Wells St. Station; Pl. B, 1), cor. of Wells & Kinzie Sts., also used by the U. P. R. R. — *Cab* to the principal hotels, 1-2 pers. 50 c.; hack (1-2 pers.) $ 1 (comp. p. 347). *Parmelee's Omnibuses*, 50 c. each.

Hotels. Auditorium (Pl. a; C, 3), a large building in Michigan Ave., facing the lake, with a very elaborate interior, $ 3½-5, R. $ 2-4. It is connected by a tunnel lined with white marble with the *Auditorium Annex, at the opposite corner of Congress St. and Michigan Ave., which is preferable in many ways to the Auditorium itself (beautiful Pompeian Room, with Tiffany Fountain). — Great Northern (Pl. e; C, 3), 237 Dearborn St., well spoken of, $ 3½; *Hotel Metropole (Gen. Pl. f; F, G, 4), Michigan Ave., cor. of 23rd St., from $ 3, R. from $ 1½; Windermere (Gen. Pl. t; H, 7), cor. of Cornell Ave. and 56th St., $ 4-6; Chicago Beach (Gen. Pl. u; H, 6), 51st St. and Lake Shore, from $ 5, R. from $ 1, these two, and especially the Windermere, conveniently situated for visitors to the University; Virginia (Pl. i; C, 1), Ohio & Rush Sts., R. from $ 1½; Grand Pacific Hotel (Pl. d; B, 3), Jackson Boul., recently re-opened, $ 3-5; Grace, next door to the Union League Club (Pl. 35; B, 3), R. from $ 1; Palmer House (Pl. c; C, 3), State St., a large house, frequented by business-men and politicians, R. from $ 1; Stratford (Pl. k; C, 3), Michigan Ave., R. from $ 1½; Saratoga, 155 Dearborn St., R. $ 1-3; Ontario (Pl. g; C, 1), Ontario St., $ 2-5; Wellington (Pl. h; C, 3), cor. of Wabash Ave. and Jackson St., R. from $ 1½; Hyde Park (Gen. Pl. r; H, 6), cor. of

† Legend of Special Plan.

1 Ashland B. . . . . B 2	10 Illinois Trust &	22 Masonic Temple . C 2
Art Institute . . . C 3	Savings Bank . . B 3	23 Monadnock . . . . C 3
Auditorium (see	11 Siegel & Cooper	24 Monon . . . . . C 3
Pl. a) . . . . . C 3	Bldg. . . . . C 3	27 Rothschild Bldg. . C 3
2 Board of Trade . . B 3	12 Fair Building . . . C 3	29 Portland Bldg. . . C 2
3 Tribune Bldg. . C 2, 3	13 First National Bank C 3	30 Pullman Bldg. . . C 3
4 Chamber of Com-	14 Garrick Theatre . C 2	31 Rookery . . . . . B 3
merce . . . . . B 2	15 Grand Opera	32 Royal Insurance Co. B 3
5 Chicago Club . . . C 3	House . . . . B C 2	33 Fine Arts B. . . . . C 3
6 „ Opera House B 2	16 Home Insurance B. B 3	34 Tacoma B. . . . . B 2
7 „ Burl. & Quincy	17 Power's Theatre . B 2	35 Union League
R. R. Office . . . B 3	18 McVicker's The-	Club . . . . . C 3
8 Chicago Orchestral	atre . . . . . C 2, 3	36 Unity B. . . . . C 2
Ass. . . . . C 3	19 Manhattan . . . C 3, 4	37 Women's Temple . B 3
City Hall & County	20 Marshall Field's	39 Illinois Theatre . C 3
Court House . . B 2	Store . . . . . C 2	40 H.G. Selfridge & Co. C 2
9 Columbus Memorial C 2	21 „ „ Wholesale . B 3	41 Rail. Exchange B. C 3



CENTRE OF CHICAGO
(To be filled up)
LAKE MICHIGAN
Illinois Central R.R. Docks
Illinois Central Shops
Madison Street
Can. St. Union Depot
Ill. Cen. Sub. Station
Post Off. & Cust. Ho.
La Salle St. Dep.
Gr. Centr. Dep.
Dearborn Sta.
Ewing St. Sta.
12th St. Sta.
Ill. Cen. Dep.
Logan Stat.
Indiana Ave. Sta.
Burlington Jc.
Ft. Reg. Armory
16th St. Sta.
18th St. Sta.
Crim. C. & Jail
C. & N.W. Dep.
Clinton St. St.
Kinzie St. Sta.
Art. Institute
Publ. Lib.
Wagner & Debes' Geog. Estab. Leipzig.
1 : 28.500.
Feet.

51st St. and Lake Ave., $2½-4; Lexington (Gen. Pl. s; G. 1), Michigan Ave., cor. 22nd St., from $3, R. from $1; Victoria (Pl. j; C, 5), 194 Michigan Ave., $3-5; Sherman (Pl. 1; B, 2), cor. Randolph & S. Clark Sts., R. $1-4; Kenwood, cor. of 47th St. and Kenwood Ave.; McCor's (Pl. n; B, 3), Kaiserhof, S. Clark St. (Nos. 278, 266), R. from $1; Bismarck (Pl. b; B, 2), 180 Randolph St., R. $1-3; Majestic, Quincy St. & Randolph St., R. from $1; Briggs House, cor. of Fifth Ave. and Randolph St., R. from $1; Windsor-Clifton (Pl. o; C, 3), cor. of Monroe St. and Wabash Ave., R. $1-3; Gault (Pl. p; A, 2), W. Madison St., $2-2½, R. from 75c. — *Board* may easily be obtained in any part of the town from $5 to $15 per week.

Restaurants. **Auditorium Annex*, with café in the Pompeian Room (see p. 346), much frequented after the theatre; **De Jonghe*, 45 Monroe St.; *Kinsley*, 105 Adams St., D. $1; *Rector*, cor. of Monroe St. and Clark St. and at 31 Adams St. (fish, etc.; frequented by actors); **Wellington Hotel*, **Stratford Hotel* (with handsome Dutch Room), see p. 346; *Abson's Chop House*, 16 Custom House Place, off Jackson Boulevard; *Old England Chop House*, next door to the last; *New English Dining Rooms*, Pullman Building; *Savoy*, cor. of Harrison St. & Wabash Ave.; *Kuntz-Remmler*, 303 Wabash Ave.; *St. Hubert's*, on the top floor of the Majestic Hotel (see above); *Hofbräu*, 118 Monroe St., *Union*, 109 E. Randolph St., *Bismarck* (see above), *Vogelsang*, 178 Madison St., *Schlogl*, 109 Fifth Ave.; between Madison St. and Washington St. (for men); *Mangler*, 119 La Salle St. (for men), and many other German houses; *Edelweiss*, 105 Madison St.; *Gallauer*, cor. of N. Clark St. & Germania Pl.; *Gunther's Luncheon Rooms*, 212 State St., for ladies; *Kohlsaat's Luncheon Rooms*, 196 Clark St., 59 Washington St., etc.; *John R. Thompson's Restaurants*, 355 and 397 State St., 165 Adams St., etc.; *Henrici*, 108 Randolph St.; *Café Berlin*, 76 State St.; *Seaver*, 86 State St.; also at most of the other hotels and at *Marshall Field's*, *G. H. Selfridge & Co.'s*, and other large dry-goods stores. — Beer Saloons: *Stein, Kretschmar*, N. Clark St. (Nos. 648, 625). — Wine Rooms: *Jansen*, 163 Washington St.; *Wilken*, 49 La Salle St. (Californian wines); *Berkes*, 75 Dearborn St.

Elevated Railroads (similar to those of New York, p. 12; electric motors; uniform fare 5 c.). 1. *Chicago & South Side Rapid Transit* to Jackson Park. — 2. *Metropolitan West Side* along W. Van Buren St. and Harrison St. to 48th St., with branches to the N. and S. — 3. *Lake Street* along Lake St. to 52nd St. and on to Oak Park. — 4. *North Western* along Fifth Ave. and Wells St. to Buena Park and Wilson Avenue. — In the 'Down Town District' the four companies use a common track, known as the *Union Loop*, running along Wabash Ave. from Van Buren St. to Lake St., along Lake St. to Fifth Ave., along Fifth Ave. to Van Buren St., and so back to its starting-point.

Tramways (cable and electric) traverse the chief streets and run to suburban points (fare 5c.). Cars stop at the farther street-crossings or at other places indicated by signs. There are now between 250 and 300 M. of electric railway in Chicago. — *Parmelee's Omnibuses* run between the hotels and railway-stations (50 c.).

Cabs. With one horse: 1-2 pers. per mile 50c., each addit. mile 25c.; per hr., 1-2 pers. 75c., each addit. ¼ hr. 20c., in the parks and beyond the city limits $1 and 25c. With two horses (*Hacks*): 1-2 pers. 1 M. $1, 2 M. $1½, each addit. pers. 50c., per hr. $2, each addit. hr. $1, per day $8-10. Ordinary baggage free; if weight exceeds 100 lbs., 15 c. per package. Each vehicle is bound to exhibit a tariff inside, but it is well to come to a clear understanding beforehand.

Steamers ply from Chicago to all points on the Great Lakes. Among the chief lines are the *Goodrich*, the *Lake Michigan & Lake Superior Transportation Co.*, the *Northern*, the *Anchor*, and the *Graham & Morton Transportation Co.* Steamers to *Milwaukee* (p. 358) run 2-3 times daily. Small steamers ply at frequent intervals (esp. on Sun. and holidays) to *Jackson* and *Lincoln Parks* (pp. 355, 354), to *St. Joe* (Mich.), *South Haven* (Mich.), and other near points. The steamboat wharves are mainly along the river, within ½ M. of its mouth.

Theatres and **Places of Amusement.** *Auditorium Theatre* (Pl. a; C, 3), Congress St. (comp. p. 350), splendidly fitted up and accommodating 4-5000 people; *Garrick Theatre* (Pl. 14; C, 2), Randolph St., built by Sullivan, the architect of the Auditorium; *Illinois* (Pl. 39; C, 3), 22 Jackson Boulevard; *Studebaker*, in the Fine Arts Building (Pl. 33; C, 3); *Chicago Opera House* (Pl. 6, B 2; vaudeville), 118 Washington St.; *McVicker's Theatre* (Pl. 18; C, 2, 3), Madison St.; *Power's Theatre* (Pl. 17; B, 2), Randolph St.; *Grand Opera House* (Pl. 15; B, C, 2), Clark St.; *Great Northern Theatre* (Pl. e; C, 3), Jackson St., near Dearborn St.; *Academy of Music*, South Halsted St.; *Cleveland's Theatre*, cor. of Wabash Ave. & Hubbard Court (vaudeville); *Olympia*, *Haymarket*, vaudeville performances. — The **Concerts of Thomas's Orchestra* are held in the building of the Chicago Orchestral Association (p. 350).

Post Office (Pl. B, 3), in block bounded by Adams, Dearborn, Jackson, & Clark Sts.; general delivery open day and night, on Sun. 11-1. Provisional Post Office, Michigan Ave., opposite Washington St. (Pl. C 2).

Booksellers. *McClurg*, 215 Wabash Ave., one of the biggest bookshops in the world; *Brentano*, 200 Wabash Ave., cor. of Adams St.

British Consul, *Mr. Alexander Finn*, 630 Pullman Buildings.

Tourist Agents. *Raymond & Whitcomb Co.*, 103 Adams St.; *Thos. Cook & Son*, 234 South Clark St.

Chicago (pron. *Shĭkâhgo;* 590 ft. above the sea, 15-75 ft. above the lake), the second city and largest railway-centre of the United States, is situated on the S.W. shore of *Lake Michigan* (p. 342), at the mouths of the rivers *Chicago* and *Calumet*. It is 850 M. from Baltimore, the nearest point on the Atlantic, and 2415 M. from San Francisco. It covers an area of 187 sq. M., and in 1900 contained 1,698,575 inhabitants. The city has a water-front on the lake of 26 M. and is divided by the Chicago River and its branches into three portions, known as the *North*, *South*, and *West Sides*. The site of the city is remarkably level, rising very slightly from the lake; and its streets are usually wide and straight. Among the chief business-thoroughfares are *State*, *Clark*, *Madison*, *Randolph*, *Dearborn*, and *La Salle Streets*, and *Wabash Avenue*. Perhaps the finest residence streets are *Michigan Avenue* and *Drexel* and *Grand Boulevards*, on the S. side, and *Lake Shore Drive*, on the N. side.

It is estimated that not more than 350,000 of the inhabitants are native Americans; about 600,000 are Germans, 250,000 are Irish, 180,000 Scandinavians, 100,000 Poles, 90,000 Bohemians, 30,000 Italians, 35,000 Canadians, and 190,000 English and Scottish. 'In Chicago there are some 14 languages, besides English, each of which is spoken by 10,000 or more persons. Newspapers appear regularly in 10 languages, and church-services may be heard in about 20 languages. Chicago is the second largest Bohemian city of the world, the third Swedish, the third Norwegian, the fourth Polish, the fifth German. In all there are some 40 foreign languages spoken by numbers ranging from half a dozen to half a million, and aggregating over one million'. (*Prof. C. D. Buck*, in 'Decennial Publications of the University of Chicago'; 1903.)

History. The growth of Chicago has been phenomenal even among American cities. The river *Chicago* (the Indian *Checagua*, meaning 'wild onion' and 'pole-cat') was, indeed, visited by the Frenchmen Joliet and Marquette in 1673, but it was not until 1804 that the United States Government erected *Fort Dearborn*, the first permanent settlement in the swamp that was afterwards Chicago. The garrison of the fort was massacred by Indians in 1812, but the fort was rebuilt and re-occupied two years later. In 1831 the little village contained about 100 inhab. and in 1837 it had attained to the dignity of an incorporated city and a population of 4170. In

1850 its population had increased to 29,963, and its commercial enterprize had begun to attract attention. A signal instance of the energy of the citizens was given in 1855, when the level of the entire city was raised 7 ft., huge buildings being elevated bodily without interruption to business. By 1860 its population was almost quadrupled (109,206), while its trade in breadstuffs had increased tenfold. By 1870 Chicago contained 306,605 inhab., and had become one of the leading commercial centres of the New World. In 1871 (Oct. 8-10th) the flourishing city was the scene of a terrible conflagration, which originated in the W. side (at No. 137 De Koven St.; Pl. A, 5), crossed to the N. of the river, swept over an area of 3½ sq. M., destroyed 17,500 buildings and property to the value of nearly $ 200,000,000 (40,000,000*l.*), and left 100,000 people homeless. About 200 people perished in the flames. The recovery from this disaster was rapid and complete; and in a few years the only trace of it was the improved character of the streets and buildings. The fire found Chicago of wood and left it of brick and stone. In 1880 the population was 503,185, in 1890 it was 1,099,850. — Great injustice is done to Chicago by those who represent it as wholly given over to the worship of Mammon, as it compares favourably with many American cities in the efforts it has made to beautify itself by the creation of parks and boulevards and in its encouragement of education and the liberal arts (comp. pp. 350, 351, 354, etc.). Among the private collections of art and literature may be mentioned those of *Mr. Rogerson*, *Mrs. Hutchinson*, *Mr. Ellsworth*, *Mr. Allison Armour*, *Mr. Potter Palmer*, *Mr. Frank G. Logan* (paintings of the Barbison School), and *Mr. C. J. Gunther* (rare books, prints, portraits, and MSS.; autograph of Molière; alleged autograph of Shakespeare; MSS. of Tennyson's 'Maud' and Swinburne's 'Atalanta in Calydon'). No other one event has stimulated Chicago's higher activities so much as the holding within its borders in 1893 of the World's Columbian Exhibition, celebrating the four-hundredth anniversary of the discovery of America by Columbus. — Chicago has long been the favourite meeting-place of the conventions held by the great political parties to nominate candidates for the office of President. Lincoln (1860), Grant (1868), Garfield (1880), Cleveland (1884 and 1892), Harrison (1888), and Roosevelt (1904) were all nominated here.

Commerce and Industry. The trade of Chicago is second to that of New York alone among American cities, and in 1900 amounted in value to 2000 million dollars (400 millions sterling). The staples are grain (300 million bushels yearly), lumber, live-stock, and packed meat, in which branches it is the largest market in the world. The value of its manufactures in 1900 was $ 868,950,000 (177,790,000*l.*), including iron and steel wares, agricultural implements, railway-cars, textiles, leather, beer, spirits, chemicals, etc. The annual tonnage of vessels entering Chicago Harbour is about 8,000,000. — Among the leading industrial establishments may be mentioned the *Illinois Steel Co.*, which has three plants in different parts of the city (including the largest rolling mills in the world at South Chicago, covering 334 acres), has a capital of $ 35,0 0,000 (7,000,000*l.*), and employs 10,000 men; the *McCormick Harvesting Machine Co.*, in the S.W. part of the city, employing 3000 hands and producing 150,000 machines annually; the *Deering Harvester Co.'s* works in the N.W. part of the city (Gen. Pl. E, 1), occupying 60 acres of ground and employing 3500 men in the production of binder twine and harvesting machinery; the *Grant Locomotive Works* (Gen. Pl. B, 4), on the W. side of the city; and the *Chicago Cold Storage Exchange*. Comp. also p. 357.

Architecture. Chicago has become identified with the erection of enormously tall office-buildings, the upper stories of which are made accessible by rapid-running elevators. The architectural beauty of these is often questionable, but no one can fail to admire the wonderful skill of their architectural engineering. These 'sky-scrapers' are now erected on the 'steel-frame system', the walls affording no support to the edifice but merely forming a kind of veneer to the actual structural frame. The interiors are often admirably fitted up and adorned (comp. p. xcii). A municipal ordinance now limits the height of buildings to 150 ft. — Engineers

will also be interested in the *Waddell Lift Bridge*, over the S. branch of the Chicago River, at S. Halsted St., near 22nd St. (Gen. P. F, 3), which can be lifted, by means of pulleys and counter-weights, to a height of 155 ft. above the channel. It is not considered by any means so successful as the rolling lift or bascule bridges in other parts of the city. — An extensive system of subways or tunnels is now being constructed by the Illinois Tunnel Co. under the streets of the crowded districts for the handling of freight by electricity. The development of this system is expected to work a revolution in the city's streets.

The visitor to Chicago cannot, perhaps, better begin his examination of the city than by ascending to the top of the *Tower* (270 ft. high; adm. 25 c.) of the ***Auditorium** (Pl. a; C, 3), which affords a splendid view. This huge building, erected by *Sullivan* in 1887-89 at a cost of $ 3,500,000, includes a large hotel (p. 346) and a handsome theatre (p. 348; 5000 seats). The tower is occupied by a U. S. Signal Service Station. The longest front of the building, towards Congress St., is 360 ft. — The *Fine Arts* or *Studebaker Building* (Pl. 33; C, 3), adjoining the Auditorium, is one of the show buildings of Chicago, but, though in several respects not unworthy of its situation, it is too palatial in character to fairly represent the severity of this city's commercial architecture *(Schuyler)*. It has deservedly been described as the focus of the artistic and intellectual life of Chicago, containing as it does a theatre, concert, assembly, and lecture rooms, and the meeting-places of several artistic and literary clubs. — The beautiful Romanesque building to the N. of the Fine Arts Building is the *Chicago Club* (Pl. 5; C, 3). A little farther to the N., at the corner of Jackson Boulevard, is the tall *Railway Exchange Building* (Pl. 41; C, 3), erected in 1903-4 and cased in tiles. Next to this on the N. is the new building of the *Chicago Orchestral Association*, used for the Thomas Concerts (p. 348).

All these buildings face upon Michigan Avenue and the **Lake Park** (Pl. C, D, 2-5), the latter consisting of a public pleasure-ground abutting on Lake Michigan. The park is as yet in a somewhat incheate condition, but has been improved of late by the depression of the tracks of the Illinois Central Railway and by the construction of massive stone viaducts connecting the park proper with the lake shore. The adjoining part of the lake, between the shore and the breakwater, is to be filled in and added to the park. In the Lake Park, 1/3 M. to the S. of the Auditorium and opposite Eldredge Place, is an **Equestrian Statue of Gen. John A. Logan* (1824-86; Pl. C, D, 4), in bronze, by Aug. St. Gaudens, erected in 1897 at a cost of $ 80,000 (16,000*l.*). The general, whose remains lie in a crypt below the monument, is represented as rallying his troops before Atlanta. — A little farther to the S. is the **Illinois Central Station* (Pl. C, 5), an admirable and commodious railway terminal building.

Following Michigan Ave. towards the N. from the Auditorium, we soon reach (right) the ***Art Institute of Chicago** (Pl. C, 3), an imposing building in a semi-classical style, erected from the

plans of *Charles A. Coolidge* in 1892-93. It contains valuable collections of paintings, sculpture, and other objects of art, and also the largest and most comprehensive art school in America (2000 students). All the objects are provided with explanatory labels. The collections are open daily, 9-5 (Sun. 1-5); adm. 25 c., free on Wed., Sat., and Sunday. The annual number of visitors is about 700,000. Director, *W. M. R. French*. Catalogue 15 c.

The **Basement Floor** is devoted to school-rooms and work-rooms.

Main Floor. Rooms 1-5, 8, 10, 12, and 14 contain the *Elbridge G. Hall Collection* of Casts of Ancient and Modern Sculpture. There are also a few original modern works in R. 12. — Room 6 contains the **Higinbotham Collection* of reproductions of bronzes at Naples. — Room 11 contains old French sculpture. — Room 13 holds musical instruments. — Room 15 contains a small but good collection of scarabæi, beads, and other Egyptian antiquities, and also Greek vases, glass, and terracottas. — Room 16 contains oil-paintings. — Room 20, at the back, is Blackstone Hall, a gallery over 200 ft. long, containing the *Blackstone Collection* of Architectural Casts, chiefly of French subjects. — Room 21 is the *Ryerson Library of Fine Art*.

On the **Upper Floor** are paintings, textiles, and Japanese objects. — Room 38 (to the right at head of staircase). *Field Memorial Collection of Paintings*, chiefly of the Barbizon School: *131. *Millet*, Bringing home the new-born calf; 136. *Troyon*, Returning from market; landscapes by *Corot* (108), *Cazin* (104), and *Constable* (111); 118. *Detaille*, Mounted officer; 101. *Breton*, Song of the lark. — Room 39 (Stickney Room) contains paintings by modern masters, including examples of *Whistler* (343) and *Millet* (422). — Room 40. *Munger Collection*, with paintings by *Meissonier* (174) *Gérôme*, *Michetti*, *Munkácsy*, *Troyon*, *Fromentin*, and *Faed*. — Room 41 contains the *Nickerson Collection* of Japanese Bronzes, Porcelains, etc. — Room 42. Nickerson Collection of Jades and Crystals; also Modern French and American Paintings, including specimens of *Couture*, *C. H. Davis*, *Michel*, *Ribot*; *Wyant*, and *Neal*. — Room 44. Nickerson Collection of Water-colours and Engravings. — Rooms 43 and 45. Textiles and Decorative Art. — Room 32 (to the left of head of staircase) contains the most valuable works in the Institute, including examples of *Rembrandt* (*Portrait of a girl; 1645), *A. van Ostade* (*Golden wedding), *Jan Steen* (Merry company), *Hobbema* (*Water-mill), *J. van Ruysdael* (Castle), *A. van de Velde* (Meadow with cattle), *Frans Hals* (*The artist's son, a late work), *Murillo* (*Immaculate Conception), *Velazquez* (Philip IV.), *D. Teniers* (Guard-room), *Terburg* (Guitar-lesson), *Rubens* (Spinola), and *Van Dyck* (portrait). Thirteen of the most important works in this room were bought in 1890 from the famous Demidoff Collection at Florence. — Room 31. Modern Paintings. — Room 33 contains Medals, and the *Arundel Collection* of chromo-lithographic reproductions of the works of the Old Masters. — Room 29 contains reproductions of illustrations from the 'Century Magazine'. — Rooms 25-30 are occupied by temporary exhibitions, varied from time to time.

Farther to the N., on the opposite side of Michigan Ave., is the ***Chicago Public Library** (Pl. C, 2), an imposing building in a classical style, designed by *Shepley, Rutan, & Coolidge*, and erected in 1893-97 at a cost of $2,000,000. This fine edifice is worthy to rank with the Congressional Library (p. 313) and the Boston Public Library (p. 105). The main entrances are to the N. and S., in Randolph St. and Washington St. The interior is sumptuously adorned with marble, mosaics, frescoes, and mottoes. It contains 300,000 vols., but has room for 600,000. On the first floor (N. end) is a large *Memorial Hall*, used by the Grand Army of the Republic and

covered by a dome; it contains an interesting collection of Civil War and other historical relics.

On the N., Michigan Ave. ends at the *Chicago River*. Fort Dearborn (pp. 349, 355) stood to the left, on the river, at the end of the avenue (tablet at the corner of River St.).

The *Chicago River*, a narrow and uninviting-looking stream, has a frontage within the city of nearly 60 M., of which one-third are navigable. The river is crossed by numerous bridges and undermined by three tunnels, traversed by tramway-lines. As Chicago derives its drinking-water from Lake Michigan (see p. 351), the disposal of the river-drainage was long a serious problem, until solved by the construction of the ***Drainage Canal**, the greatest feat of sanitary engineering in the world. This canal, completed in 1899 at a cost of $33,000,000, begins at the S. branch of the Chicago River in Robey St. and extends to (28 M.) Lockport (p. 377), where it discharges the sewage of Chicago into the Desplaines River and so ultimately into the Illinois River, a tributary of the Mississippi. This enormous sewer reverses the natural course of the river, and is flushed by about 300,000 cubic feet of water per minute drawn from Lake Michigan. The canal is also to be used by shipping. — The **Harbour** is 16 ft. deep and has an area of about 455 acres; and there is also an external breakwater, 1 M. long, to shelter the mouth of the river.

To see something of the business-quarters of Chicago and the lofty office-buildings for which it is famous, we may now follow *Randolph St.* (see Pl. A-C, 2) to the W. to the **City Hall and County Court House** (Pl. B, 2), a huge twin-building occupying an entire square and erected at a cost of nearly $5,000,000. On the ground-floor of the City Hall (N.) are the headquarters of the *Fire Department* (1100 men) and of the *Police Force* (3200 men). — Adjacent to the City Hall is the *Drake Fountain*, with a statue of Columbus.

About ½ M. to the N. of the City Hall, in Dearborn Ave., between Michigan St. and Illinois St., stands the **Criminal Court and County Jail** (Pl. C, 1), a huge and gloomy structure erected in 1896.

La Salle Street (Pl. B, 1-3), leading to the S. from the Court House, contains some of the finest office-buildings in the city. Among these are the ***Chamber of Commerce** (Pl. 4, B 2; 14 stories), at the corner of Washington St. (left); the *Chicago Stock Exchange*, opposite (13 stories; right); the *Tacoma Building* (Pl. 34, B 2; 13 stories), at the corner of Madison St. (left); the *Y. M. C. A. Building* (13 stories), a little farther to the S. (left); the oddly shaped *Women's Temperance Temple* (Pl. 37, B 3; 13 stories), at the corner of Monroe St. (right); the *New York Life Insurance Building* (12 stories), diagonally opposite the last (left); the *Home Insurance Co. Building* (Pl. 16, B 3; 11 stories); and the ***Rookery** (Pl. 31, B 3; 10 stories), the last two at the corner of Adams St. (left). The *****Interior (600 rooms) of the last, lined with white marble, is worth inspecting, and visitors should ascend by one of the 'express' elevators to the rotunda at the top. To the right, between Quincy St. and Jackson Boulevard, is the *Illinois Trust & Savings Bank* (Pl. 10; B, 3), a massive two-storied edifice, with huge pillars on the La Salle St. front and a fine central court (worth visiting). Below are the safety deposit vaults. At the end of La Salle St. stands

the **Board of Trade** (Pl. 2; B, 3), with a tower 322 ft. high. Visitors are admitted to the gallery (business-hours, 9.30-1.15).

Jackson Boulevard (Pl. B, C, 3) leads hence to the E. to the new **Federal Building**, containing the *Custom House & Post Office* (Pl. B, C, 3) and occupying an entire block. It is in the Corinthian style, with a large central dome, 200 ft. in height. The foundations consist of huge columns of iron and cement, resting on the bed-rock. The Postmaster's Room contains portraits of all the Postmasters of Chicago.— Close by are five very large buildings (16 stories): the *Great Northern Hotel* (Pl. e, C 3; Dearborn St.), the *Fair Building* (Pl. 12, C 3; cor. of Dearborn St. and Adams St.), the *Manhattan* (Pl. 19, C 3 4; Dearborn St.), the *Monon* (Pl. 24, C 3; Dearborn St.), and the *Monadnock* (Pl. 23, C 3; Jackson Boul.). Adjoining the last is the *Union League Club* (Pl. 35; B, 3).

Dearborn Street (Pl. C, 3, 4), leading hence to the S., is also lined with 'sky-scrapers'. To the right, at the corner of Van Buren St., is the *Fisher Building* (18 stories), and opposite is the *Old Colony Building* (16 stories). At the corner of Madison St. is the handsome *Tribune Building* (Pl. C, 2, 3).

We may now follow Van Buren Street (Pl. B, C, 3) to the E. (left) to State Street (Pl. C, 1-6), at its intersection with which are the large 'department stores' of *Siegel & Cooper* (Pl. 11; C, 3) and *A. M. Rothschild* (Pl. 27; C, 3). Following State St. to the left (N.), we pass the department store of *H. G. Selfridge & Co.* (Pl. 40, C 2; p. 347), one of the most dignified business-structures in Chicago; the *Columbus Memorial Building* (Pl. 9, C 2; 14 stories), at the corner of Washington St. (right), occupied almost entirely by physicians; *Marshall Field's Store* (Pl. 20; C, 2), the Whiteley's of Chicago, at the opposite corner of Washington St. (r.; 1,000,000 sq. ft. of floor-space; 7500-8000 employees); and the enormously tall *Masonic Temple* (Pl. 22, C 2; 21 stories), at the corner of Randolph St. (r.; view from top, 25 c.).

Among other buildings of interest in this Business Quarter are the *Unity Building* (Pl. 36, C 2; 18 stories), Dearborn St., near Randolph St.; the *Rand-McNally Building*, in Adams St., near La Salle St., one of the largest and finest publishing and printing houses in the world (700 hands; built almost entirely of steel); the *General Offices of the Chicago, Burlington, & Quincy Railroad* (Pl. 7; B, 3), Adams St., cor. Franklin St.; the **Wholesale Establishment of Marshall Field & Co.* (Pl. 21; B, 3), Adams St., designed by H. H. Richardson ('one of the most individual examples of American commercial building'; in it 'the vulgarity of the commercial palace is gratefully conspicuous by its absence, and it is as monumental in its massiveness and durability as it is grimly utilitarian in expression'); the *Royal Insurance Co.* (Pl. 32; B, 3), Jackson Boul., nearly opposite the Board of Trade; the *First National Bank Building* (Pl. 13; C, 3), cor. of Dearborn & Monroe Sts.; the *Pullman Building* (Pl. 30; C, 3), cor. of Michigan Ave. and Adams St.; the *Ashland Block* (Pl. 1, B 2; 16 stories); the *Schiller Building* (*Garrick Theatre*; Pl. 14, C 2); the *Chicago Opera House* (Pl. 6; B, 2); the *Grand Opera House* (Pl. 15; B, 2); the *American Express Building*, by Richardson, in Dearborn St. (E. side), between Adams St. and Monroe St. (Pl. C, 3); the **Marquette Building*, cor. of Dearborn and Adams Sts.; the *Cook County Abstract*, 100 Washington Street; the *Trude Building*, S.W. cor.

of Randolph St. and Wabash Ave.; the *Champlain*, N.W. cor. State and Madison Sts.; the *Reliance*, S.W. cor. State and Washington Sts. (the last two mainly occupied by physicians and dentists); and the *Owings Building*, 213 Dearborn St.

The ***Public Parks** of Chicago, with a total extent of 2230 acres, form, with their connecting boulevards, a nearly complete chain round the city, and afford 66 M. of driveways within the city limits. In very hot weather the poor are allowed to sleep all night in the parks. — On the N. side is *Lincoln Park* (see below), reached by tramways on N. Wells, N. Clark, and N. State Streets. On the way to it walkers or drivers should pass the *Water Works* (Gen. Pl. G, 2), near the foot of *Chicago Ave.*, the tower of which, 175 ft. high, commands an extensive view.

The water-supply of Chicago, amounting to 250 million gallons daily, is derived from Lake Michigan by means of four systems of tunnels communicating with '*Cribs*', situated 2-4 M. from the shore. Throughout the city are eight principal pumping stations and an intricate system of land tunnels, connecting with those in the lake. In all there are now 22 M. of tunnel and 1700 M. of mains in use.

A little farther on begins the ***Lake Shore Drive** (Gen. Pl. G,2), one of the finest residence-streets in Chicago, containing some very handsome houses, including specimens of H. H. Richardson (not in his happiest manner) and R. M. Hunt (next door). On the N. it ends at ***Lincoln Park** (Gen. Pl. F, G, 1; 300 acres).

Among the attractions of this park are the conservatories, palm-house, lily-ponds, and flower-beds; a small zoological collection; a fountain illuminated at night by electric light; the statues of **Lincoln* (by St. Gaudens), *Grant* (by Rebisso), *Beethoven*, *Schiller*, *La Salle*, and *Linnæus*; and the boating lake. Near the main entrance is the *Academy of Sciences* (open free daily, 9-5), containing admirably arranged and classified collections illustrating the various natural sciences; one of the chief objects of interest is a mounted mastodon, 80 per cent of which is genuine. Park-phaetons 20c. per drive.

A **Breakwater Carriage Drive* has been constructed in the lake alongside of Lincoln Park, whence it is prolonged by the *Sheridan Boulevard* to *Fort Sheridan* (27 M.). The strip of water between this drive and the park is used as a regatta-course for small boats. The E. lagoon is crossed by a huge bridge. — *Graceland* and *Rosehill Cemeteries*, also in the N. Side, deserve a visit.

The S. Side parks are also fine. They may be reached by the Illinois Central R. R., by the South Side Elevated R. R., or by the Cottage Grove Ave. cable-line; but the best plan is to drive through ***Michigan Avenue** (Gen. Pl. G, 4, 5) and ***Drexel Boulevard** (Gen. Pl. G, 6), two fine residence-streets, with tasteful houses and ornamental gardens. Michigan Avenue also contains several churches, the *Calumet Club* (cor. 20th St.), numerous large hotels and apartment houses, and the *First Regiment Armoury* (Pl. C, 6; entrance wide enough for a whole company to march abreast). In Drexel Boulevard is the handsome *Drexel Memorial Fountain*. We may return by ***Grand Boulevard** (Gen. Pl. G, 6).

Prairie Avenue (Gen. Pl. G, 4-7) contains the residences of *P. D. Armour*, *Marshall Field*, the late *George M. Pullman* (d. 1897), and others of Chicago's magnates; but few of them are of architectural importance. *J. J. Glessner's* house, by Richardson, being, perhaps, among the most inter-

esting. Adjoining the Pullmann house, at the foot of 18th St., is the *Fort Dearborn Massacre Monument*, commemorating the massacre of 1812 (see p. 348).

***Washington Park** (Gen. Pl. G, 7; 371 acres) and ***Jackson Park** (Gen. Pl. H, 7, 8; 523 acres) are connected by a wide boulevard known as the *Midway Plaisance* (Gen. Pl. G, H, 7; park-phaetons, 25 c. each pers., children 15 c.).

Washington Park is notable for its fine trees, its flower gardening, its water-lily ponds, and its conservatory. At the entrance is an *Equestrian Statue of Washington*, by French and Potter. — Jackson Park was the main site of the World's Columbian Exposition of 1893 (comp. p. 349), but nearly all the buildings have been removed, and the grounds have been laid out in public playing fields, drives, beaches, and groves. Piers have been constructed for the use of pleasure-boats in the lake, and bathing houses, gymnasia, and a casino have been erected. Bridges have been thrown across several arms of the picturesque lagoons (electric launches, etc.), and the Japanese Temple on *Oak Island* remains as a memorial of the World's Fair. The reproduction of the *Convent of La Rabida* has also been left standing as a sanitarium for mothers and children. At the N. end of the park is the ***Field Columbian Museum** (open 9-4; adm. 25 c., free on Sat. & Sun.; Director, *Mr. F. T. V. Skiff*), formed at the expense of Mr. Marshall Field out of the Art Building of the Exhibition and containing natural history, anthropological, and other collections of great extent, interest, and value. American Ethnology and Economic Geology are especially well represented, and the groups of large mammals are admirable. The exhibition of the means of transportation include full-sized reproductions of a Viking ship and of the caravels of Columbus.

The W. Side parks: *Douglas Park* (Gen. Pl. D, 4; 180 acres), *Garfield Park* (Gen. Pl. C, 3; 186 acres), and *Humboldt Park* (Gen. Pl. D, 2; 200 acres) are little inferior to those of the N. and S. Sides. The first has a good natatorium, while Garfield Park has an elaborate band-stand, a bicycle-track, a conservatory, and a boat-house.

Some of the most prominent educational, scientific, and charitable institutions, of which Chicago is justly proud, are noted below. The **University of Chicago** (Gen. Pl. G, 7), between 57th and 59th Sts., opened its doors in 1892 with 600 students and is now attended by eight times that number. The total endowments amount to about $ 10,000,000 (or, including value of buildings and equipments, $ 18,000,000), of which Mr. John D. Rockefeller has given about $ 7,000,000 (1,400,000*l*). The ground acquired for the site of the university includes an area of 60 acres. The university includes faculties of Arts, Literature, Science, Commerce and Administration, Education, Medicine, Law, and Divinity.

About thirty different buildings have already been erected, mainly of limestone and in a Gothic style, from the designs of *Mr. H. I. Cobb* and *Mr. Coolidge*. Perhaps the most successful group is that at the corner of 57th St. and Lexington Ave., including an *Assembly Hall*, a *Students' Club House*, the *University Tower* (a shortened reproduction of Magdalen Tower at Oxford), and the *University Commons* (a reproduction of Christ Church Hall, Oxford). Other important buildings are the *Cobb Lecture Hall*, the *Kent Chemical Laboratory*, the *Ryerson Physical Laboratory*, the *Law School* (inspired by King's College Chapel, Cambridge), the *Zoology*, *Botany*, *Physiology*, and *Anatomy Buildings*, the *Walker Museum*, the *Haskell Oriental Museum*, three dormitories for women and two dormitories for men. The handsome *Bartlett Gymnasium* was opened in 1904. The libraries contain

400,000 volumes. The *Yerkes Observatory* at *Williams Bay* on *Lake Geneva* (Wis.; 91 M. to the N.W.), containing one of the largest refracting telescopes in the world (40-inch lens, made by Alvan Clark; tube 70ft. long), belongs to the University of Chicago. — Connected with the University is the large *School of Education*, facing the Midway Plaisance, between Monroe Ave. and Kimbark Ave.

Among the original features of the University of Chicago may be mentioned the continuousness of its work throughout the year (even in summer), with graduation ceremonies once a quarter; the assignment of the junior classes to the care of an independent faculty; the separation of the sexes in the instruction of the junior classes and their coöperation in the senior classes; the 'house' system (somewhat resembling the college-system of Oxford and Cambridge), under which groups of students become practically self-governing under general supervision.

The ***Newberry Library** (Gen. Pl. F, 2), endowed by the late Mr. Newberry with $3,000,000 (600,000*l.*), occupies a handsome granite structure in Walton Place, on the N. side of the city. It contains 250,000 vols., used for reference. The musical and medical collections are especially noteworthy.

Mr. John Crerar (d. 1889) bequeathed $2,000,000 for the establishment of a similar library on the S. Side, which is to be devoted to science and the useful arts. The nucleus of this library (80,000 vols.) occupies temporary quarters on the 6th floor of the Marshall Field Building (p. 353).

The **Chicago Historical Society** (open free, daily, 9-5), one of the oldest institutions in the city (1856), possesses numerous paintings, MSS., and historical relics relating to Chicago and the North-West; also a library of 25,000 books and 50,000 pamphlets. It suffered irreparable losses in the great fire (p. 349), but now occupies a fire-proof edifice at the corner of Dearborn Ave. and Ontario St. (Pl. C, 1), in which even the furniture is of metal.

The **Churches** of Chicago are comparatively uninteresting. Among the most important are the R. C. *Cathedral of the Holy Name*, at the cor. of Superior and N. State Sts. (N. Side); the *Third Presbyterian Church*, cor. of Ashland and Ogden Aves. (Gen. Pl. E, 3), with good stained glass; the *Church of the Epiphany*, at the cor. of Ashland Ave. and Adams St., not far from the last; the *Second Presbyterian Church*, Michigan Ave., cor. 20th St. (Gen. Pl. G, 4); the *First Church of Christ, Scientist*, Drexel Boul., near 40th St.; and *Plymouth Church*, Michigan Ave., near 25th St. (Gen. Pl. F, 4).

The interesting **'Medical District'**, in the W. Side, has for its nucleus the large *County Hospital*, near which are the *Rush Medical College* (affiliated with the University of Chicago; 300 students), the *College of Physicians and Surgeons*, the *Presbyterian Hospital*, the *Illinois Training School for Nurses*, and the *Chicago Homeopathic Medical College*.

***Hull House**, at the S.W. cor. of Polk and S. Halsted Sts. (Gen. Pl. F, 3), is a social settlement of women (*Miss Jane Addams*, Head Resident), resembling Toynbee Hall (see *Baedeker's London*) in its purpose of furnishing a social, intellectual, and charitable centre for the surrounding district. It includes an art building, a free kindergarten, a crèche, a diet kitchen, and a free gymnasium, while classes, lectures, and concerts of various kinds are held. — The *Lewis Institute*, founded and endowed by the late Mr. A. A. Lewis and opened in 1896, is designed to furnish a practical education to boys and girls at a nominal cost. — The **Armour Mission**, at the corner of Armour Ave. and 33rd St., includes a mission hall, a crèche, a library, a kindergarten, a free dispensary, etc. The *Armour Institute*, one of the best equipped institutions for higher technical education in the U. S., has been endowed by its founders with $3,000,000.

In **Union Park** (Gen. Pl. E, 3) is the *Police Monument*, erected to commemorate the policemen killed by the Anarchists with bombs on May 4th,

1886. The Anarchists executed for complicity in the bomb-throwing are also commemorated in a monument at *Waldheim Cemetery*, 10 M. to the W. of the City Hall (beyond Gen. Pl. A, 3; C. & N. P. R. R.).

Few travellers will leave Chicago without a visit to the famous **Union Stockyards** (Gen. Pl. E, F, 6). The yards are in South Halsted St., 5½ M. to the S.W. of the City Hall, and may be reached by the South Halsted St. or Centre Ave. trolley-lines, both running directly to the main entrance at 41st St. Visitors are freely admitted to the yards and will be shown round by a guide; but it is advisable to be provided with an introduction to one of the great packing-houses. Tues. & Thurs. are the best days.

The yards proper cover an area of about 500 acres, have 25 M. of feeding-troughs, and 20 M. of water-troughs, and can accommodate 75,000 cattle, 300,000 hogs, 50,000 sheep, and 5000 horses. The annual receipts of cattle are between 3 and 4 million head, besides 7-8 million hogs, 3-4 million sheep, and 100,000 horses, with a total value of over 300 million dollars. From two-thirds to three-fourths of the cattle and hogs are killed in the yards, and sent out in the form of meat. About 25,000 workers are employed by the packing-houses, and the annual value of their products is about 320 million dollars. The largest and best-known packing-houses are those of *Armour & Co.* and *Swift & Co.* These firms employ about 11,000 men and produce goods to the annual value of at least $ 180,000,000, including canned meats, fertilizers, glue, butterine, etc. The processes of killing the cattle and hogs are extremely ingenious and expeditious, and will interest those whose nerves are strong enough to contemplate with equanimity wholesale slaughter and oceans of blood. — The *Horse Market* is held in a large pavilion (530 ft. × 185 ft.), seating 4000 people. — The Stockyards contain a first-class hotel *(Transit House)* and have a bank and newspaper of their own. The *Transit Co.* uses 30 locomotives in handling the livestock between the yards and the different railway-lines and has 245 M. of track.

An interesting visit may be made to one of the large **Grain Elevators**, of which there are about 40, with an aggregate capacity of nearly 90 million bushels. They are all situated on the river.

A visit to **Pullman** (*Florence Hotel*, D. $ 1), 14 M. to the S. of the Court House, on the Illinois Central Railroad (¾ hr.), may be included by all who can spare half-a-day. Pullman was built by the *Pullman Palace Car Co.*, and is a model little town, artistically planned, scientifically constructed, and consisting mainly of neat workmen's houses. To the left of the tasteful station are the *Pullman Car Works*, the various processes of which are full of interest. About 150 Pullman cars, 500 ordinary passenger-cars, and 12,000 freight-cars are manufactured annually, with a total value of 10-12 million dollars. The Pullman Car Co. now owns and operates 2400 cars. Among the chief features of the town is the *Arcade*, a building which includes shops, a tasteful theatre, and a free library (8000 vols.). The population of the town is about 12,000, most of whom are connected with the Pullman Car Works. The Illinois Supreme Court having decided (1898) that the Pullman Co. could not engage in any business outside its charter, the company has offered for sale all its property in Pullman except the car-works, and the town now forms part of the 34th ward of Chicago.

Other favourite points for short excursions from Chicago are *Evanston*, *Michigan City*, *St. Joseph*, *Kenosha*, *Grand Haven*, *Kewaunee*, *Sturgeon Bay* (all reached by steamer), *South Haven*, *Ottawa Beach*, *Lake Forest* (p. 358), *Highland Park* (p. 358), *Winnetka*, etc. The part of Indiana adjoining Chicago on the S.E., reached *(e.g.)* viâ (19 M.) *Indiana Harbor* (South Bay Hotel, $ 2-3), is said to be an excellent district for cycling and motoring. — The *Chicago Golf Club* has its grounds at (25 M.) *Wheaton*, on the Chic. & N.W. Railway (comp. also p. 356).

49. From Chicago to Milwaukee.

a. Viâ Chicago & North-Western Railway.

85 M. Railway in 2-3hrs. (fare $2.55; chair-car 35 c.).

Chicago (Wells St. Station), see p. 346. The line runs to the N. along *Lake Michigan*, passing many small stations forming suburban homes for Chicago merchants. The lake does not come into sight till beyond Waukegan. — As we leave Chicago we see the *Deering Works* (p. 349) to the left. — 12 M. *Evanston* (Avenue House, $2½-3½), with most of the buildings of the *North-Western University*, a Methodist institution with 3700 students. Its schools of medicine, law, and pharmacy are in Chicago. — 23 M. *Highland Park* (Moraine Hotel, $3-10), a favourite resort of Chicago business-men; 25 M. *Fort Sheridan*, a U. S. military post with a regiment of infantry, two troops of cavalry, and two batteries of artillery. 28 M. *Lake Forest*, another place with the pleasant rural homes of Chicagoans, is the seat of Lake Forest University (135 students) and the Ontwentsia Golf Club. 36 M. *Waukegan*, with 2 M. of 'Sheridan Drive' (comp. pp. 354, 361). — 42 M. *Zion City* is the headquarters of the followers of John A. Dowie, whose tenets include profound belief in the efficacy of prayer and the laying on of hands. The 'city' includes a tabernacle, a hospital (without physicians), and a college, and carries on manufactures of candy and Nottingham lace. The Overseer's house is named Shiloh. — A little farther on we enter *Wiscónsin* (the 'Badger State'), a fertile agricultural and lumbering state, with numerous interesting Indian mounds and large deposits of iron. More prehistoric copper implements have been found here than in any other state. A very large number of the inhabitants are of German or Scandinavian stock.

51 M. *Kenosha*, with 11,600 inhabitants, a flourishing trade and industry, and the large Pennoyer Sanitarium ($3-5), seen to the right. It is also connected with Milwaukee by an electric railway. — 62 M. *Racine* (Hôt. Racine, $2½-3; Merchants, $2), the fourth city of Wisconsin, with (1900) 29,100 inhab., has a good lake-harbour and carries on considerable trade and manufactures (waggons, buggies, farm implements, etc.).

85 *M. Milwaukee*, see p. 359.

b. Viâ Chicago, Milwaukee, & St. Paul Railway.

85 M. Railway in 2-2½hrs. (fares as above).

Chicago (Canal St. Station), see p. 346. This line runs nearly parallel with that above described, but a little more inland. 9 M. *Mayfair;* 15 M. *Golf*, the seat of the Glen View Golf Club; 32 M. *Rondout;* 43 M. *Wadsworth;* 52 M. *Ranney;* 62 M. *Corliss*, for a branch to (7 M.) *Racine* (see above). — 85 M. *Milwaukee*, see p. 359.

Wagner & Debes' Geogl Estab.t Leipzig.

Milwaukee. — **Railway Stations.** 1. *Chicago & N. W. Railway* (Pl. C, 3), at the foot of Wisconsin St. — 2. *Union Depot* (Pl. A, B, 3), Everett St., for the Wis. Central and C. M. & St. P. railways. — 3. *South Side* or *Allis Station* (Pl. B, 5), cor. Barclay St. and National Ave., a subsidiary station of the C. M. & St. P. R. R.

Hotels. Pfister (Pl. b; B, 3), Wisconsin St., cor. of Jefferson St., $ 3-5, R. $ 1½-3½; Plankinton House (Pl. a; B, 3), Grand Ave., cor. of West Water St., $ 2½-5, R. from $ 1½; Schlitz Hotel (Pl. c; B, 3), Grand Ave., cor. 3rd St., with palm-garden, R. from $ 1; Republican Ho. (Pl. d; A, B, 2), cor. Cedar & 3rd Sts., $ 2-3½; St. Charles (Pl. e; B, 3), E. Water St., $ 2-3½; Aberdeen (Pl. f; A, 3), Grand Ave., near the intersection of 9th St., $ 2-2½; Blatz (Pl. g; B, 2, 3) opposite the City Hall, R. from $ 1.

Restaurants. At the *Hotels; Blatz Hotel Restaurant*, D. 50 c.; *Pabst Theater-Café* (see below), German; *Y. M. C. A. Coffee House*, 143 Fourth St.; *Women's Exchange*, 415 Milwaukee St.; *Railway Restaurants* at the two main stations (see above). In the suburbs are numerous pleasant *Beer Gardens*, in the German style.

Electric Tramways (fare 5 c.) traverse the principal streets and run to the suburbs.

Cabs and Hacks. For 1-2 pers. for 1 M. or between the railroad depots $ 1, for 2 M. $ 1½, above 2 M. $ 2, each addit. pers. 50 c. For the first hour $ 1, each addit. hr. 50 c.; with two horses $ 2 and $ 1. Baggage up to 100lbs. free; excess 15 c. per package.

Steamers ply regularly to Chicago (comp. p. 347) and to all the chief places on the Great Lakes, and to various summer-resorts near Milwaukee.

Theatres. *Alhambra* (Pl. A, B, 3), cor. Grand Ave. and Fourth St.; *Davidson's* (Pl. A, B, 3), 3rd St., near Grand Ave.; *Bijou* (Pl. B, 3), 2nd St.; *Pabst* (Pl. B, 2), Oneida St., performances in German; *Academy of Music* (Pl. B, 3), Milwaukee St.

Post Office (Pl. C, 3), Wisconsin St. (comp. p. 360).

Milwaukee (580 ft. above the sea), the largest city in Wisconsin and one of the chief manufacturing and commercial centres of the N.W., occupies a pleasant undulating site on the W. shore of Lake Michigan, at the mouth of the river *Milwaukee*. An excellent harbour has been formed by the erection of huge breakwaters, and the river admits the largest lake-vessels to the doors of the warehouses. The Milwaukee receives two tributaries, the *Menomonee* and *Kinnickinnic*, within the city. The city is well built, largely of a light-coloured brick, and many of its streets are lined with beautiful shade-trees, recalling some of the older E. cities. Among the finest residence-streets are Grand Avenue (W. S.), Prospect Avenue, Waverley Place, Juneau Avenue, Marshall Street, and Astor Street (E. S.). About two-thirds of the (1900) 285,315 inhab. are Germans, which may account for its successful cultivation of music and art. There are no fewer than 75 musical societies in the city.

Milwaukee became a village in 1835 and received a city-charter in 1846. Its growth has been rapid, particularly in the last 20 years.

The chief articles of its extensive commerce are grain, flour, and lumber. Its flour-mills are very large (daily output often 10,000 barrels), and its grain elevators have a capacity of 5½ million bushels. Milwaukee lager beer (Pabst, Schlitz, Blatz, etc.) is known all over the United States, and is produced annually to the amount of over 3 million barrels (value $ 15,000,000). Pork-packing is extensively carried on, and the other staple manufactures include leather, machinery, iron and steel goods, and tobacco (total value in 1900, $ 123,786,450).

Grand Avenue (Pl. A, B, 3), which runs E. and W., contains many of the chief buildings and best shops, while *Wisconsin Street* (Pl. B, C, 3) and *East Water Street* (Pl. B, 2-4) are also busy thoroughfares. Among the most prominent buildings are the new **Federal Building** (Pl. C, 3), a handsome structure of grey granite in a turreted baronial style, erected in 1896-98 at a cost of about $1\frac{3}{4}$ million dollars, occupying the block bounded by Jefferson, Jackson, Michigan, and Wisconsin Sts., and accommodating the *Post Office*, *Custom House*, and *U. S. Court House* (interior finely finished in marble, mosaics, mahogany, and oak); the *County Court House* (Pl. C, 2; view from dome), a brown sandstone edifice, in the square bounded by Jefferson, Jackson, Oneida, and Biddle Sts.; the tall *Wells Building* (Pl. B, 3), at the corner of Milwaukee and Wisconsin Sts.; the *Chamber of Commerce* (Pl. B, 3), Michigan St.; *Plymouth Church* (Pl. C, 2), a massive but unecclesiastical building at the corner of Van Buren and Oneida Sts.; and *St. Paul's Church* (Epis.; Pl. C, 1, 2), Marshall St. The *Exposition Building* (Pl. A, 2), in Cedar St., contains a roller skating rink (adm. 15 c., skates 10 c.). — The **Layton Art Gallery** (Pl. B, C, 3), a well-lighted structure at the corner of Jefferson and Mason Sts., has some interesting pictures and statues (open daily except Mon., 10-4, Sun. 2-4; adm. on Wed. & Frid. 25 c.; catalogue 10 c.). The paintings include examples of Rosa Bonheur, Constable, Corot, Millet, Achenbach, Alma-Tadema, Clays, Inness, Kensett, Mauve, Holmberg, Pradilla, Mesdag, Munkacsy, Van Marcke, and other modern masters. In the Sculpture Hall are works by Hiram Powers and Romanelli. — The magnificent **Public Library** (Pl. A, 3), in Grand Ave., between 8th and 9th Sts., contains 150,000 vols. and a free museum of natural history, palæontology, etc. — The curiously thin-looking **City Hall** (Pl. B, 2), with one of the largest bells in the world, occupies a triangular site bounded by E. Water, Market, and Biddle Streets.

Other notable structures in the business district are the *Germania Building* (Pl. B, 3), at the convergence of W. Water, Wells, and 2nd Sts., said to be the largest and best equipped building of any German newspaper in America; the *Evening Wisconsin Building*, cor. Milwaukee and Michigan Streets; the *Sentinel*, 89 Mason St.; the *New Insurance Building* (Pl. B, 3), cor. Broadway and Michigan St.; the *Mitchell Building*, cor. Michigan and E. Water Sts.; and the *Pabst Building* (Pl. B, 3), cor. Wisconsin and E. Water Sts.

Among the public monuments are statues of *Washington* (Grand Ave.) and *Bergh*, the philanthropist (in front of the City Hall), and the *Soldiers Monument*, at the cor. of 10th St. and Grand Ave.

**Juneau Park* (Pl. C, 2, 3), laid out on a bluff overlooking Lake Michigan, contains statues of *Solomon Juneau* (1793-1856), the earliest white settler, and *Leif Ericson* (p. 109); it commands fine views. *Lake Park*, farther to the N., also overlooks the lake. Near it is the *North Point Pumping Station*, in a tall and graceful water tower. A pleasant drive may be taken to the N. along the river

to (6 M.) *Whitefish Bay* (with concert-pavilion, pier, Ferris wheel, and other attractions; fare by trolley 10 c.) and (8 M.) *Fox Point.* The **Forest Home Cemetery*, at the S.W. corner of the city, is one of the most beautiful burial-grounds in the United States. The attractions of *Washington Park*, on the W. limits of the city, include a large herd of deer.

Visitors to Milwaukee should not fail to inspect one of the great *Breweries*, such as *Pabst's* (Chestnut St.; Pl. A, 2), which covers 34 acres and produces 1,000,000 barrels of beer annually; and the *Grain Elevators* and *Flour Mills* will also repay a visit. — To the S. (*Bay View*) are the **Rolling Mills* of the *Illinois Steel Co.*, covering 154 acres of ground. — To the S.W., chiefly in the valley of the Menomonee, are the large *Brick Yards* that produce the light-coloured bricks which give Milwaukee the name of 'Cream City'. — To the N., along the Milwaukee river, are extensive *Cement Works.*

Sheridan Drive, skirting the lake to the S. for 2 M., is intended to be prolonged so as ultimately to meet the boulevard of that name running from Chicago to Fort Sheridan (see p. 354). — About 3 M. to the W. of the centre of the city is the *National Soldiers' Home*, with accommodation for 2460 disabled soldiers and a fine park of 400 acres. At *Wauwatosa*, 2½ M. to the W., are the large *County Hospital* and the *State Fair Grounds* (electric car lines, connecting with city lines; fare 5 c.). — One of the favourite resorts of Milwaukeans is **Waukesha** (*Fountain Spring Ho.*, $ 3-5), a village 20 M. to the W., with well-known springs (Bethesda, White Rock, etc.), the water of which (efficacious in diabetes and Bright's disease) is exported all over the United States and to Europe.

Milwaukee is an important railway-centre, lines radiating hence to all points in Wisconsin. Those running to the N. and N.W. reach *Marquette*, *Ashland*, *Duluth*, and other points on Lake Superior (comp. pp. 370-373). From Milwaukee to *St. Paul*, see below.

50. From Chicago to St. Paul and Minneapolis.

a. Viâ Chicago, Milwaukee, & St. Paul Railway.

420 M. Railway to (410 M.) *St. Paul* in 12½-13 hrs. and thence to (10 M.) *Minneapolis* in ½-¾ hr. more (fare $ 11.50; parlor-car $ 1, sleeper $ 2). The fast mail line of this service is the route viâ La Crosse, described below; but some trains run viâ *Madison* and *Prairie du Chien* or viâ *Dubuque*.

From Chicago (Canal St. Station) to (85 M.) *Milwaukee*, see R. 49. The line now turns to the W. 99 M. *Brookfield* is the junction of the line viâ *Madison* (p. 362) and *Prairie du Chien* (see p. 364 and above), which diverges to the left. — 118 M. *Oconomowoc.* — 130 M. *Watertown* (Commercial, $ 2), an industrial city on *Rock River* (good water-power) and the seat of the N.W. University (Lutheran; 140 students) and the Sacred Heart University.

Beyond Watertown our line runs to the N.W. 150 M. *Columbus;* 178 M. *Portage City* (Rail. Restaurant), a trading city with (1900) 5460 inhab., at the head of the navigation of the *Wisconsin.* 195 M. *Kilbourn City* (Finch Ho., $ 2-2½) is the starting-point for a visit to the fantastic **Dalles of the Wisconsin* (comp. p. 505). 240 M. *Tomah;*

257 M. *Sparta.* — 283 M. **La Crosse** (650 ft.; *Cameron Ho.*, $2½; *Rail. Restaurant*), a flourishing city of (1900) 28,895 inhab. on the E. bank of the Mississippi, with several large saw-mills, annually turning 400,000,000 ft. of lumber into manufactured products.

We now cross the Mississippi, here ⅓ M. wide, enter *Minnesota* (the 'North Star State'), and ascend on the W. bank of the river, through picturesque scenery (views to the right). 307 M. *Winona* (The Winona, $ 2-4), with (1900) 19,714 inhab., is one of the most important grain-shipping points in the country. 340 M. *Wabasha* (Hurd Ho., $ 2) lies near the foot of the beautiful expansion of the Mississippi known as **Lake Pepin* (30 M. long and 3-5 M. wide). 352½ M. *Lake City* (Lyon, $ 2) and (359 M.) *Frontenac* (Lake Side, $ 2) are two favourite resorts in this beautiful district (comp. p. 404). 360 M. *Red Wing;* 390 M. *Hastings.*

410 M. **St. Paul**, see p. 365. — 420 M. **Minneapolis**, see p. 367.

b. Viâ Chicago & North-Western Railway.

421 M. Railway to (409 M.) *St. Paul* in 11½-14 hrs.; to (421 M.) *Minneapolis* in ¾ hr. more (fares as above).

Chicago (Wells St. Station), see p. 346. The train runs to the N.W., passing various suburban stations. 63 M. *Harvard Junction.* Beyond this point some trains run viâ (91 M.) *Beloit* (important college, with 465 students), just inside the *Wisconsin* boundary, and others, entering Wisconsin near (71 M.) *Sharon*, run viâ (91 M.) *Janesville* (cotton and woollen mills; trade in locally grown tobacco), re-uniting at (116 M.) *Evansville.*

138½ M. **Madison** (845 ft.; *Park Hotel*, $ 3-4; *Avenue, Capitol, Ogden*, $ 2-2½), the capital of Wisconsin, a pleasant city of (1900) 19,164 inhab., situated between the beautiful **Lakes Mendota, Monona*, and *Wingra.* The *State Capitol*, a handsome building, costing nearly $ 1,000,000, was partially destroyed by fire in 1904, but has been fitted for temporary re-occupancy, and will be replaced by a larger and better structure. Housed in the Capitol are the *State Law Library* (40,000 vols.) and the offices of the *Wisconsin Free Library Commission.* The *University of Wisconsin*, finely situated on two hills overlooking Lake Mendota, is attended by 3000 students. Its observatory (the *Washburn Observatory*) is one of the best in America; its departments of history, economics, geology, agriculture, and engineering are particularly well-equipped and have national reputations. Opposite the campus is the new building of the **Wisconsin State Historical Society*, the most important institution of the kind beyond the Alleghenies, which possesses a reference library of 260,000 vols. (its collection of MSS. relating to the West being exceptionally important) and a historical and ethnological museum. In the same building are the libraries of the University (125,000 vols.) and the *Wisconsin Academy of Sciences, Arts, and Letters* (10,000 vols.). Madison has several

pretty public parks and a system of attractive pleasure-drives 35 M. long.

Beyond Madison we pass to the N. of the pretty *Lake Mendota* (p. 362). 171 M. *Devil's Lake*, seen to the left; 176 M. *Baraboo*, in the midst of what promises to be an important iron-mining district. At (213 M.) *Elroy* we diverge to the right from the line to *La Crosse* (p. 362) and traverse a district of pine-forests. Near (226 M.) *Camp Douglas* we see several isolated rocks of fantastic (doubtless water-worn) formation. 299 M. *Augusta*. 321½ M. *Eau Claire*, with (1900) 17,517 inhab., the junction of the branch to Duluth (p. 370), is an important lumbering point at the head of navigation on the *Chippewa River*, which we cross here. 345 M. *Menomonie*. — 389 M. *Hudson*, with the *O. W. Holmes Sanitarium* ($1½-2½), pleasantly situated on the E. bank of *Lake St. Croix*. An excursion may be made to the **Dalles of the St. Croix*. We now cross the *St. Croix* and enter *Minnesota* (p. 362).

409 M. **St. Paul,** see p. 365. — 421 M. **Minneapolis,** see p. 367.

c. Viâ Illinois Central Railroad *(Albert Lea Route).*

501 M. Illinois Central R. R. to (382 M.) *Albert Lea;* Minneapolis & St. Louis R. R. thence to (490 M.) *Minneapolis* and (504 M.) *St. Paul* (15-16 hrs.; fares as above).

Chicago (Illinois Central Station), see p. 346. The train runs to the W. through a rich agricultural district in the N. part of Illinois. The first station of importance is (87 M.) *Rockford* (The Nelson, $2½-3½), a busy industrial city with 31,000 inhab., on the Rock River. 114 M. *Freeport* (Brewster Ho., $2), on the *Pecatonica*, with 13,260 inhab., manufactures buggies, hardware, machinery, boots, and musical instruments. 166 M. *Galena* (De Soto, Grant, $2), with 5000 inhab., was once the home of Gen. Grant and important for its river-trade in lead and zinc. The train descends the valley of the *Galena* and crosses the *Mississippi* by a long bridge.

184 M. **Dubuque** (600 ft.; *Julien Ho.*, $2½-4; *Merchants*, $2), the second city of *Iowa* and the chief industrial city of the state, with (1901) 36,297 inhab., large railway-workshops and the handsome *Carnegie-Stout Free Library*. It is the centre of the lead and zinc industries of the N.W.

Various rivers are crossed farther on. 213 M. *Dyersville;* 276 *Waterloo*, on *Red Cedar River*, with 12,580 inhab. and various industries. We follow the valley of the Cedar River. At (323 M.) *Charles City* we cross the C. M. & St. P. Railway. Beyond (355 M.) *Mona* we enter *Minnesota*. — 382 M. *Albert Lea* (1230 ft.; Winslow Ho., $2; Albert, from $2) is a thriving little city with 4500 inhabitants. — 424 M. *Waterville;* 463 M. *Merriam;* 482 M. *Hopkins*.

490 M. **Minneapolis,** see p. 367. — 501 M. **St. Paul,** see p. 365.

d. Viâ Chicago, Burlington, & Quincy Railroad.

442 M. Railway in 13-14½ hrs. (fares as above; free reclining chair cars).

Chicago (Canal St. Station), see p. 346. 37 M. *Aurora* (650 ft.; Bishop Ho., $ 2½-4), an industrial city with 24,147 inhab., claims to have been the first to light its streets by electricity (1881) and has the large workshops of the C. B. & Q. R. R. We diverge to the right (comp. p. 494) from the line to Kansas City (p. 507), Omaha (p. 492), and Denver (p. 513). 99 M. *Oregon.* We now follow the tracks of the Chicago, Burlington, and Northern Railroad. From (145 M.) *Savanna* (Rail. Restaurant) the line runs to the N. along the E. bank of the *Mississippi*, affording numerous fine views to the left. 171 M. *Galena Junction*, for (4 M.) *Galena* (p. 363). At (185 M.) *East Dubuque*, on the E. bank of the river, opposite Dubuque (also reached by trains of this line), we enter *Wisconsin* (p. 358). — 239 M. **Prairie du Chien** (620 ft.; *Dousman Ho.*, $ 3; *Commercial*, $ 2), with (1900) 3232 inhab., was a French military post in the latter part of the 17th cent. and lies just above the mouth of the *Wisconsin River*. 298 M. *La Crosse* (Rail. Restaurant), see p. 362; 326 M. *East Winona* opposite Winona (p. 362). Numerous small stations. 431 M. **St. Paul**, see p. 365. — 442 M. **Minneapolis**, see p. 367.

e. Viâ Wisconsin Central Railway.

475 M. Railway in 14½-15½ hrs. (fares as above; free reclining chair cars). This route leads through the most productive white pine (*Pinus Strobus*) district in the world.

Chicago (Illinois Central Station), see p. 346. This line runs towards the N. 48 M. *Gray's Lake* (Hotel, $ 1½); 54 M. *Lake Villa*, the station for the popular *Fox Lake* (Mineola Hotel, $ 2½). We enter *Wisconsin* beyond (58 M.) *Antioch.* 100 M. *Waukesha* (p. 361). At (120 M.) *Rugby Junction* we join the Wisconsin Central line from Milwaukee (p. 359). — 159 M. *Fond du Lac* (Palmer, $ 2-3; Windsor, $ 1½), a manufacturing city of (1900) 15,110 inhab., with a trade in lumber, lies at the S. end of *Lake Winnebago* (30 M. long and 10 M. wide), the W. shore of which we now follow. 176 M. *Oshkosh* (Athern, Tremont Ho., $ 2-3½), a city of (1900) 28,284 inhab., with saw-mills and factories, is the seat of the State Normal School and the State Insane Asylum. At (189 M.) *Neenah* we turn to the left (W.) and leave the lake. 252 M. *Stevens Point*, on the *Wisconsin;* 306 M. *Abbotsford;* 360 M. *Chippewa Falls*, with (1900) 8094 inhab. and a trade in lumber; 426 M. *New Richmond.* 465 M. **St. Paul**, see p. 365. — 475 M. **Minneapolis**, see p. 367.

f. Viâ Chicago Great Western Railway.

430 M. Railway in 12½-15 hrs. (fares as above).

Chicago (Harrison St. Station), see p. 346. The train runs at first a little to the N. of W. 52 M. *Sycamore;* 126 M. *Stockton.* We

New Capitol
Central Park
Wash. Training School
High School
Guard Armory
Cathedral
St. Joseph's Hospital
Metrop. Opera House
Bank of Minnesota
Northern Railway Offices
Broadway Depot
Union Depot
Pioneer Press Office
Globe Bldg.
Bethel Hot.
Christ Ch.
People's Church
St. Luke's Hosp.
Suburban Depot
Steamboat Landing
Mississippi River
Raspberry I.
ST PAUL
1:16,600
Feet
Metres

reach the *Mississippi* at (167 M.) **Dubuque** (see p. 363). 197 M. *Dyersville* (p. 363). At (240 M.) *Oelwein* (1040 ft.) we diverge to the right (N.) from the main line to *Kansas City* (p. 507). From (348 M.) *Dodge Centre* a branch-line runs to *Mason City*, the seat of Memorial University.

420 M. **St. Paul**, see below. — 430 M. **Minneapolis**, see p. 367.

g. Viâ Chicago, Rock Island, and Pacific Railway.

524 M. Railway to (514 M.) *St. Paul* in 15¾-16¼ hrs.; to (524 M.) *Minneapolis* in ¾ hr. more (fares as above).

From Chicago to (222 M.) *West Liberty*, see R. 85c. Our line now diverges to the right (N.) from the main line to Omaha and traverses the great wheat-fields of N. Iowa. — 259 M. *Cedar Rapids* (see p. 493). — 316 M. *Cedar Falls*. — Beyond (396 M.) *Northwood* we enter *Minnesota*. 434 M. *Albert Lea* (see p. 363). 460 M. *Faribault*, with an Anglican cathedral. — Our line now runs almost parallel with the Illinois Central R. R. (see p. 363).

514 M. **St. Paul**, see below. — 524 M. **Minneapolis**, see p. 367.

51. St. Paul and Minneapolis.

St. Paul and *Minneapolis*, the 'Twin Cities' of the West, are so intimately associated with each other in all ways, that it is convenient to treat of them together. Though their centres are 10 M. apart, they have extended towards each other so as almost to form one large city with over 360,000 inhabitants.

St. Paul. — *Union Depot* (Pl. E, 2, 3), on the river, at the foot of Sibley St., used by most of the railways; *Broadway Depot* (Pl. E, 2), Broadway, between E. 4th St. and Prince St., the station of the Minneapolis & St. Louis R. R. and of trains to St. Croix Falls.

Hotels. *Ryan (Pl. a; D, 2), cor. Robert & 6th Sts., $3-5, with good café-restaurant; *Aberdeen, cor. of Dayton and Virginia Ave. (beyond Pl. A, 2), from $4, recommended for a prolonged stay; Merchants (Pl. c; E, 3), cor. E. 3rd & Jackson Sts., commercial, $2-3; Windsor (Pl. d; C, 3), cor. 5th & St. Peter Sts., $2½-5, R. from $1, a family house; Metropolitan (Pl. e; C, 3, 4), S.W. cor. of Washington and 4th Sts., $2-3, R. from $1; Magee's Bachelors' Hotel, R. $1-3½; The Kendall, R. from 75c.; Astoria.

Restaurants. *Magee*, 347 Robert St.; *Carling*, Robert St.; *Neumann*, cor. 6th and Cedar Sts.; *Schebens*, 15 E. 5th St.; *Delicatessen*, Robert St., near 4th St.; at the *Ryan*, *Windsor*, and *Metropolitan* hotels (see above); *Railway Restaurant*, at the Union Depot. — Frog's legs are a common item in the bills of fare at the restaurants of St. Paul and Minneapolis, which are said to be the largest frog-markets in the world (5,000,000 frogs, worth $100,000, sold in 1903).

Tramways. St. Paul is traversed in all directions by an excellent system of electric and cable cars (fare 5c., incl. transfer to any intersecting line). — *Interurban Electric Tramway* to (10 M.) *Minneapolis* (two lines: 'Minneapolis & St. Paul', 'Como-Harriet'), starting at the Ryan Hotel (fare 10c.; ¾-1 hr.). — An electric line also runs from St. Paul to *White Bear Lake* (p. 367).

Cabs. For 1 pers., 1 M. 50c., 1½ M. 75c., 2 M. $1; each addit. pers. 50c. for the whole hiring; per hr. $1, each addit. hr. 50c., with two horses $1½ and $1.

Steamers ply to all points on the Mississippi (comp. p. 403).

Theatres. *Metropolitan Opera Ho.* (Pl. D, 2); *Grand Opera House* (Pl. C, 3), 6th & St. Peter Sts.; *Star Theatre* (Pl. D, 2).

Post Office (Pl. C, 3), 5th St., near Rice Park (7-7; Sun. 9-10 a.m.).

British Vice-Consul, *Mr. Edward H. Morphy.*

A good folder, 'How to See St. Paul', is issued gratis by the Chic., St. Paul, Minn., & Omaha Railway.

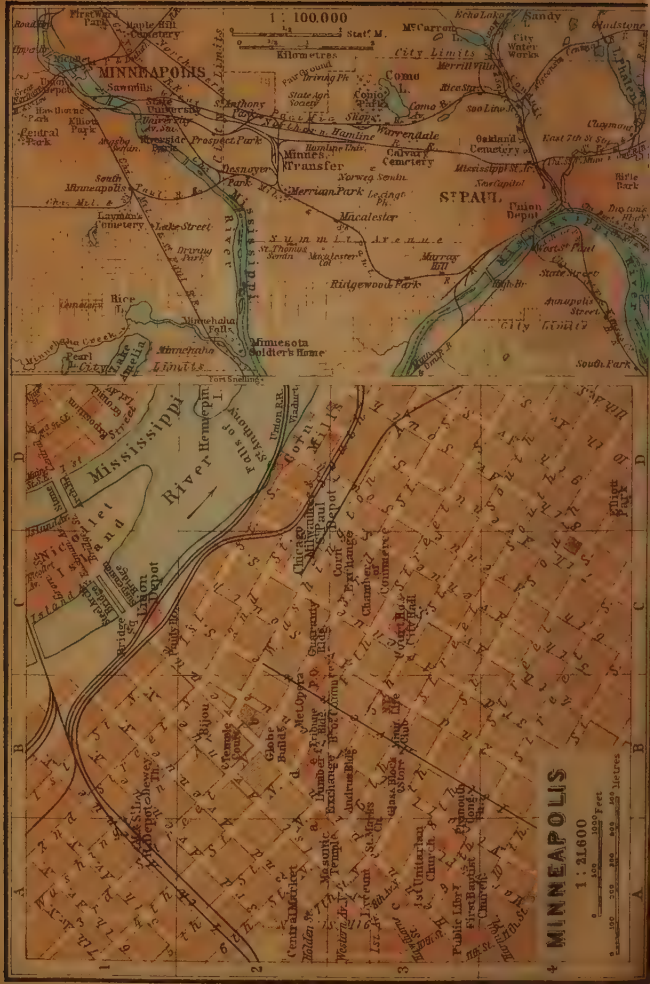
St. Paul (700-800 ft. above the sea), the capital of Minnesota, is finely situated at the head of navigation on the *Mississippi*, mainly on a series of terraces rising from the E. (or rather N.) bank. The business part of the town is well-built and regularly laid out, and the suburban quarters contain many fine streets and handsome residences. St. Paul is a great railway-centre, and by rail and river carries on a large wholesale and retail trade. The annual value of its industrial products in 1900 was $ 38,500,000 (7,700,000*l.*). The population in 1900 was 163,065, including many Scandinavians.

The first white settler, a Canadian voyageur, built a house here in 1838, and in 1841 the place received its name from a French priest. In 1854, when it received a city charter, it contained 3000 inhab., and since then its growth has been very rapid.

The traveller in St. Paul may begin his visit by ascending to the top of the **Pioneer Press Office* (Pl. D, 2, 3), a 13-story building at the corner of 4th and Roberts Sts. (elevator). Another good view is obtained from the dome of the **Capitol** (Pl. C, 2; hard to climb; key on groundfloor). The library of the *State Historical Society*, in the Capitol, contains 40,000 books, 50,000 pamphlets, and many patriotic curios and historical relics. The *State Law Library* has 25,000 volumes.

A new State Capitol is now being constructed ⅓ M. to the N. of the present building (beyond Pl. B, 1), near the junction of Cedar and Wabasha Sts., but it will not be completed till 1905. This is a large and handsome edifice of granite and Georgia marble, with a lofty central dome. Its cost, with site, is estimated at five million dollars. The architect is *Cass Gilbert*. Some of the sculptural decoration is by *D. C. French*, while the mural paintings inside are by *La Farge*, *Simmons*, *Blashfield*, and *Gurnsey*.

A little to the S. of the Capitol are the large and fine new *Custom House* (Pl. C, 3), and the **City Hall** (Pl. C, 3), the latter a large and handsome building, erected at a cost of $ 1,000,000 and containing the *Public Library* (55,000 vols.). — Among other important buildings in the business-quarter are the *New York Life Insurance Building* (Pl. C, D, 2), cor. 6th & Minnesota Sts.; the R. C. *Cathedral of St. Paul* (Pl. C, 3), 6th St., cor. of St. Peter St.; the *High School* (Pl. C, 1), cor. 10th & Minnesota Sts.; the *National Guard Armoury* (Pl. C, 1), opposite the last; the *Globe Building* (Pl. D, 3), 4th St., cor. Cedar St.; the *Germania Life Insurance Office* (Pl. D, 3), 4th St., cor. Minnesota St. (fine view from the roof-garden, occupied by the Commercial Club); the former *Bank of Minnesota* (Pl. D, 2), now used for various offices; the *Manhattan Building* (Pl. D, 2), cor. of 5th & Robert Sts.; the *Gilfillan Building* (Pl. D, E, 2); the *Endicott Arcade* (Pl. D, 2); the *Central Presbyterian Church* (Pl. C, 2); the *Bethel Hotel* (Pl. D, 3), resembling the Mills Hotel of New York (p. 38); the *Minnesota Club House* (Pl. D, 3);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Kilometres
MINNEAPOLIS
ST. PAUL
Union Depot
Minneapolis Transfer
Fort Snelling
Minnesota Soldier's Home
Minnehaha Falls
Lake Street
Ridgewood Park
Macalester
Merriam Park
Prospect Park
Como Park
Oakland Cemetery
Calvary Cemetery
Rice Park
Mississippi River
Minnesota River
Echo Lake
Sandy
Gladstone
City Water Works
Merrill Villa
Rice St.
Como Ave.
Chamberlain
Burlington
Great Northern
Northern Pacific
Chicago, Milwaukee & St. Paul
Minneapolis, St. Paul & Sault Ste. Marie
Chicago, St. Paul, Minneapolis & Omaha
Minneapolis & St. Louis
Chicago Great Western
Soo Line
Milwaukee
Union Depot
Union R.R. Station
Falls of St. Anthony
Nicollet Island
Hennepin Island
Boom Island
Bridge Square
Nicollet Ave.
Hennepin Ave.
Washington Ave.
Central Ave.
Main St.
Bridge St.
Wabasha St.
Robert St.
Jackson St.
Cedar St.
Minnesota St.
Sibley St.
Exchange St.
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One Hundred and Seventh St.
One Hundred and Eighth St.
One Hundred and Ninth St.
One Hundred and Tenth St.
One Hundred and Eleventh St.
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MINNEAPOLIS
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the odd-looking *People's Church* (Pl. A, 3); and the *Great Northern Railway Offices* (Pl. E, 2).

The finest residence-street is *Summit Avenue (Pl. A, B, 1, 2), of which Mr. Schuyler writes that very few streets in the United States 'give in as high a degree the sense of an expenditure liberal without ostentation, directed by skill, and restrained by taste'. It begins at Wabasha St. and runs from *Summit Park* (Pl. A, 2) along a high ridge. The most prominent dwelling is the large brown-stone mansion of Mr. James J. Hill, President of the G. N. Railroad, containing a good collection of paintings by Corot, Delacroix, Courbet, Troyon, Decamps, etc.

From Summit Ave. the visitor may descend to the **High Bridge**, a sloping bridge rising rapidly from the low N. (E.) bank of the Mississippi to the high bluffs on the S. (W.) side. It commands an excellent *View. — To the W. of the town, near the W. end of Summit Ave., by the river, is the extensive *Roman Catholic Seminary of St. Thomas Aquinas*. On the bluff above, at the end of Grand Ave., (parallel to Summit Ave.), are the various buildings of the *Hill Seminary*, founded by Mr. Hill (see above).

The *Indian Mounds*, at *Dayton's Bluff*, on the Mississippi, just to the E. of St. Paul, command a fine view of the city and river. *Carver's Cave*, in the bluff, was named from Capt. Jonathan Carver, who made a treaty with the Indians here in 1767. Below the bluffs, to the E., is a *State Fish Hatchery*. — *Lake Como* and *Como Park* (with a famous lily-pond) lie about 3½ M. to the N.W. of the centre of the city (tramway). — *Fort Snelling*, a U. S. military post, lies on the W. bank of the Mississippi, at the junction of the Minnesota, 6 M. to the S.W. of St. Paul, and may be reached by electric tramway (5 c.), by the C. M. & St. P. R. R., or by steamer. The ride to the Fort is uninteresting, except for the view from the High Bridge (see above). — The *Minnehaha Falls* (see p. 369) may be reached from St. Paul by river (steamers in summer) or by the C. M. & St. P. R. R. — The *Minnesota State Fair* is held in the first week of Sept. in the extensive Fair Grounds to the N.W. of St. Paul (about 230,000 visitors annually). — The State of Minnesota is thickly sown with lakes (7-10,000 in number, covering an area of 4160 sq. M.), and a number of these are within easy reach of St. Paul. Among the largest and most beautiful are *White Bear Lake* (10 M.; see p. 370), *Bald Eagle Lake* (11 M.; see p. 370), and *Lake Minnetonka* (20 M.; see p. 370).

From St. Paul down the Mississippi to *St. Louis*, see R. 64.

Minneapolis (10 M.) may be reached from St. Paul by railway (½ hr.) or by the Interurban Electric Tramway (p. 365; ¾ hr.).

Minneapolis. — **Railway Stations.** *Union Depot* (Pl. C, 1), Bridge Sq.; *Chicago, Milwaukee, & St. Paul* (Pl. C, D, 2, 3), Washington Ave.; *Minneapolis & St. Louis Railway* (Pl. A, 1), Washington Ave. and Fourth Ave. N.; *Chicago Great Western Railway*, Washington Ave. and Tenth Ave.

Hotels. *West Hotel (Pl. a; A, B, 2), Hennepin Ave., cor. 5th St., S 3-5; Nicollet Ho. (Pl. b; B, 2), Washington Ave., R. from $ 1½; The Holmes (Pl. c; A, 3), Hennepin Ave., $ 2½-4, R. from $ 1; Brunswick (Pl. d; B, 2), R. from $ 1; Vendome (Pl. e; B, 2), 4th St., near Hennepin Ave., R. from $ 1; Hyser (Pl. f; B, 2), cor. of 4th St. & Nicollet Ave., R. from $ 1.

Restaurants. *Scheit's*, 3rd St. S., near First Ave.; at the *Nicollet Ho.* (see above); *Railway Restaurant*, at the Union Depot; *Russell Coffee House*, 14 S. Fourth St.; *Regan's*, 17 S. Fourth St.; *Restaurant on 12th floor of Guaranty Loan Building (see p. 368).

Tramways and **Cabs** as in St. Paul (see p. 365). The Interurban Lines (p. 365) start at the Nicollet Hotel.

Theatres. *Metropolitan Opera House* (Pl. B, 2), 3rd St.; *Lyceum* (Pl. A, 3), Hennepin Ave.; *Bijou* (Pl. B, 2), *Dewey* (Pl. B, 1), Washington Ave.

Post Office (Pl. B, C, 2), 3rd St. (7-7; Sun. 9-10 a.m.).

Minneapolis (800 ft. above the sea), the largest city in Minnesota and the chief flour-making place in the world, lies on both banks of the Mississippi, a little above St. Paul, at the point where the river descends over the *Falls of St. Anthony*. The population in 1900 was 202,718, including many Scandinavians. Minneapolis covers a larger area (53 sq. M.) than St. Paul and is not so much built up; but it contains many individual edifices that are unexcelled in the sister-city, while numerous trees and lawns add to its attractions.

Minneapolis owes its prosperity and rapid growth to the extensive and fertile agricultural district tributary to it, and to the splendid water power of the St. Anthony Falls, with an available perpendicular fall of 50 ft., yielding from 50,000 to 100,000 horse-power. The falls were named by Father Hennepin (p. 250) in 1680, but it was not till 1838 that the village of *St. Anthony*, now included in Minneapolis, was founded on the E. bank of the river. The settlement on the W. bank, which received the name of *Minneapolis* (from *minne*, the Sioux for water, and the Greek *polis*), was founded in 1852 and became a city in 1867. In 1870 the population was 13,000, and in 1880 it was 46,000, while the next decade showed an increase of 252 per cent.

Its *Flour Mills*, 20-25 in number, have a daily capacity of about 75,000 barrels and produce about 16 million barrels annually. Its *Lumber Mills* yearly cut 500 million ft. of timber. The total annual value of its manufactures, which also include iron goods, machinery, street-cars, etc., was in 1900 about $110,945,000 (22,189,000*l.*). Its trade is also very large, the chief import being grain and the chief exports flour and timber.

At the corner of Second Ave., South and 3rd St. stands the building of the **Guaranty Loan Building Co.* (Pl. C, 2), one of the best-equipped office-buildings in the United States, erected in 1888-90 at a cost of $1,600,000. The roof (172 ft. high, tower 48 ft. more) is laid out as a garden (concerts in summer) and commands an excellent *View of the city (restaurant, see p. 367). Adjacent is the *Post Office* (Pl. B, C, 2), in a Romanesque style.

We may now follow 3rd St. to the W. to Hennepin Avenue (Pl. A-C, 1-3) and turn to the left. To the left, at the corner of N. 5th St., is the imposing *Lumber Exchange* (Pl. B, 2). To the right are the *West Hotel* (p. 367) and the *Masonic Temple* (Pl. A, 3). Farther on, at the corner of 10th St., is the ***Public Library and Art Gallery** (Pl. A, 3), a Romanesque structure, with an ornate façade.

The *Library* (125,000 vols.) and *Reading Rooms* (open 8.30 a.m. to 10 p.m.) are on the first floor. Upstairs is the *Art Gallery* (10-12 & 1.30-6; Sun., 2-10), containing pictures, casts, bric-à-brac, etc. Among the pictures belonging to the Gallery are *De Neuville's* 'Storming of Tell el-Kebir' and examples of *David*, *Lefebvre*, *Bierstadt*, *Kaulbach*, and *Washington Allston*. Among the Baker 'Incunabula' are two that belonged to Melanchthon. — On the second floor are the collections of the *Minnesota Academy of Natural Sciences*. — The building also includes a *School of Art*.

Adjoining the Public Library is the **First Baptist Church* (Pl. A, 4). The **First Unitarian Church* (Pl. A, 3), at the corner of Mary Place and 8th St., is also a fine building.

At the other end of Hennepin Ave. is the *Union Depot* (Pl. C, 1). The bridge at its foot leads to the pleasant *Nicollet Island* (Pl. C, 1). — Among other prominent buildings in the business-quarter are the new ***Court House & City Hall** (Pl. C, 3), a handsome building in 4th St., between Third Ave. and Fourth Ave., completed in 1902 at a cost of $ 3,000,000, with a tower 345 ft. high (*View of city); the **New York Life Insurance Building* (Pl. B, 3), 5th St. and Second Ave., with an elaborate interior (containing a double spiral staircase inspired by the rood-screen of St. Etienne du Mont in Paris); the *Bank of Commerce* (Pl. B, 3); the *Globe Building* (Pl. B 2); the *Andrus Building* (Pl. B, 3); the *Temple Court Building* (Pl. B, 2); the *Glass Block Store* (Pl. B, 3); and the *Chamber of Commerce* (Pl. C, 3), 3rd St. S. and Fourth Ave.

The **Flour Mills** of Minneapolis, perhaps its most characteristic sight, are congregated on the banks of the Mississippi, near *St. Anthony's Falls* (Pl. D, 2; p. 368); and no one should leave the city without a visit to them. Previous application will generally secure admission to any of the larger mills.

Little is now to be seen of the *Falls*, which are 'cribbed, cabined, and confined' by dams, retaining walls, and a huge wooden 'apron'. Among the largest mills are those of the *Washburn-Crosby Co.*, on the right bank, with a production of 16,000 barrels a day. *The Pillsbury A Mill* (office in the Guaranty Loan Building), on the left bank, with a capacity of 12,500 barrels, is the largest single mill in the world (order necessary for visitors; morning the best time, as packers often stop work at 4 p.m.). Comp. p. 368. — The *Grain Elevators*, with a capacity of 16½ million bushels, are also interesting. The *Union Elevator* holds 2½ million bushels.

A visit should also be paid to the **Lumber Mills,** the operations of which are of an extremely interesting nature. Most of them are on the river, above the town.

The mill of the *Bovey De Laittre Lumber Co.*, 3 M. above the city (Camden Place electric tramway), is a good specimen of a modern mill, cutting 25-30 million feet of timber yearly. The logs, each provided with its owner's mark, used to be floated down the river and guided as far as possible into their proper 'booms', but they are now largely brought by railway. The logs which come by river are drawn up an inclined plane into the mill by an endless chain with large hooks, passed under the 'gang' saw, and sawn into planks before they are well out of the water. Among the various improvements in machinery, with the object of minimizing the waste of sawdust, are the wonderfully delicate band-saws.

The **University of Minnesota** lies on the left bank of the river, between Eleventh and Eighteenth Avenues, S.E. It possesses various well-equipped buildings (*View from tower of main building) and is attended by 3825 students (both sexes).

Among the finest residence-streets are *Summit Avenue* (to the S.W.), *Linden Avenue*, and *Harmon Place*.

Minneapolis is adjoined on the S.W. by several little lakes (*Lake Calhoun, Lake Harriet*, etc.), in connection with which a fine system of *Parks* (1600 acres) and *Boulevards* (25 M.) has been constructed, affording opportunity for numerous pleasant drives. — About 4 M. to the S. of the centre of the city (reached by C. M. & St. P. R. R. or by electric cars), in a pretty glen preserved as a town-park, are the graceful ***Falls of the Minnehaha,** 50 ft. high, immortalized by Longfellow and only wanting a little more water

to be one of the most picturesque cascades in the country. The smaller fall below has been nicknamed the *Minnegiygle*. On the opposite side of the creek is the *Minnesota Soldiers' Home* (fine grounds). About 2 M. below the falls is *Fort Snelling* (p. 367), to which an omnibus runs in summer from the fork near the falls.

The most delightful resort near Minneapolis or St. Paul is **Lake Minnetonka** (920 ft. above the sea), which lies about 10 M. to the S.W. of the former city and is easily reached from either by railway. The lake is singularly irregular in outline, and with a total length of 12-15 M. has a shore-line of perhaps 150 M. It is surrounded with low wooded hills, and affords good boating and fishing. Steamers ply regularly between all the chief points. The most frequented resorts are the *Hotel Del Otero* ($3-5), on the N. shore, reached by the G. N. R. R.; the *Lake Park Hotel* ($3½), reached by the M. & St. L. R. R.; and the *Hotel St. Louis* ($2), on the E. shore, reached direct by the C. M. & St. P. R. R. There are also small hotels and boarding-houses at *Excelsior*, *Wayzata* (p. 374; the nearest point to Minneapolis and the starting-place of the lake-steamers), and other points. The *Upper Lake* is wilder and less accessible than the Lower Lake, but has simple hotel and boarding-house accommodation. The *Minnehaha* (see above) flows out of Lake Minnetonka.

From Minneapolis and St. Paul to Sault-Ste-Marie, 500 M., *M., St. P., & S. Ste. M. Railway* in 16 hrs. (fare $12; sleeper $2.50). — This line runs to the N.E. through *Wisconsin* and *Michigan*. Stations unimportant. — 500 M. *Sault-Ste-Marie*, see p. 374.

52. From St. Paul to Duluth.

152 M. Northern Pacific Railway ('Duluth Short Line') in 4½-7½ hrs. (fare $4.30; sleeper $1.50). — Other routes are the *Eastern Railway of Minnesota (Great Northern R. R. System)* and the *Chicago, St Paul, Minneapolis, & Omaha Railway*.

St. Paul, see p. 365. The district traversed is comparatively uninteresting and most of the stations are unimportant. At first we traverse fields of Indian corn and afterwards tracts of unreclaimed forest. Soon after leaving St. Paul we pass between (12 M.) *White Bear Lake* (to the right) and (13 M.) *Bald Eagle Lake* (to the left), two favourite summer-resorts of the citizens of St. Paul (good hotels). 25 M. *Forest Lake* is a similar resort.

152 M. **Duluth** (610 ft.; *Spalding Hotel*, $2½-5; *St. Louis*, $2-3½; *McKay*, $1-2½), ambitiously termed the 'Zenith City of the Unsalted Seas', is finely situated on a bay at the W. end of *Lake Superior*, at the mouth of the *St. Louis River*, and contained 52,969 inhab. in 1900. In 1860 Duluth contained only 70 white inhabitants, and even in 1885 it had only 3470; it owes its rapid increase and its promise of future greatness to its situation at the head of the navigation of the Great Lakes and its extensive railway-connections with the rich agricultural states of the West and the iron regions to the N. (p. 371). It possesses a large harbour, entered by a short canal (crossed by an ingenious aërial bridge) and lined with docks and warehouses, and carries on a very large trade in grain and lumber.

The annual receipts of wheat at Duluth amount to 40 million bushels, and of all kinds of grain 70 million bushels. About 9000 vessels enter and clear its harbour annually, bringing coal and taking away flour and iron ore. The mills in the Duluth district produced 1150 million feet of

lumber in 1903. Its manufactures include flour, iron goods, beer, and matches.

A great part of Duluth is well and substantially built. Among the most prominent buildings are the *Schools* (especially the *High School*), the *Carnegie Library*, the *First National Bank*, the *Lyceum Theatre*, the *Board of Trade*, the *Lonsdale*, *Torrey*, *Wolvin*, and *Providence Buildings*, *St. Luke's Hospital*, the warehouse of the *Marshall Wells Hardware Co.*, and the *Patrick Dry Goods Co. Building*.

The **Boulevard Drive*, on the terrace at the back of the town (an old beach-line of Lake Superior), 4-500 ft. above the lake, affords splendid views of the town and lake. *Lester Park* lies 6 M. to the E. of the business centre.

From Duluth to Tower and Ely, 117 M., *Duluth & Iron Range R. R.* in 4½ hrs. — This line runs to the N.E., along the shore of *Lake Superior*, to the iron-shipping port of (27 M.) *Two Harbors* (3278 inhab. in 1900), and then strikes inland (N.W.), running through a district studded with small lakes (shooting and fishing). — From (73 M.) *Allen Junction* a branch line runs to (27 M.) *Eveleth* (2752 inhab.), in the *Messabi Range* (see below). — 98 M. *Tower* (1366 inhab. in 1900), on *Lake Vermilion*, is the starting-point of the route (stage and road) to the *Rainy Lake Gold Fields* (through-fare from Duluth $ 10). — The railway turns to the E. and runs through the *Vermilion Range* (see below) to (117 M.) *Ely*, a small mining-town with (1900) 3717 inhabitants.

From Duluth to Mountain Iron and Hibbing, 84 M., *Duluth, Missabe, & Northern Railway* in 3¼-3½ hrs. — This line runs towards the N. — 31 M. *Columbia Junction*, for *Stony Brook*; 66 M. *Iron Junction*, for lines to *Eveleth* (see above), *Biwabik*, etc. — At (68 M.) *Wolf* the railway trifurcates, the arm to the right going to (74 M.) *Virginia*, that in the middle to (75 M.) *Mountain Iron*, and that to the left to (84 M.) *Hibbing* (2481 inhab. in 1900), three mining camps in the Messabi Range (see below).

The two railways just described give access to the important mining district of the **Messabi** and **Vermilion Ranges**, which in 1903 produced 14½ million tons of high-grade iron ore (red hematite). In the same year the Lake Superior Iron Region, which includes the Marquette, Gogebic, and Menominee districts (comp. below and p. 372), produced 24,300,600 tons of iron. Lake Superior ore is said to excel even the best Swedish ores in purity, ease of working, and high content of metallic iron.

53. From Duluth to Sault-Ste-Marie.

a. By Railway.

416 M. Duluth, South Shore, & Atlantic Railway in 15½ hrs. ('North Country Mail'; fare $ 12; sleeper $ 2.50).

Duluth, see p. 370. We cross a drawbridge, with *St. Louis Bay*, into which the St. Louis flows, to the right, and *Duluth Harbour* to the left, and enter *Wisconsin* (p. 358). 5 M. *West Superior*, with grain elevators (one, the largest in the world, holding 6,000,000 bushels) and ship-building yards, including those of the famous 'whale-back' steel ships; 9 M. *Superior* (31,090 inhab. in 1900, incl. W. Superior), with a large trade in flour, timber, and coal. Our line runs to the E., a little to the S. of *Lake Superior* (p. 373).

50 M. *Iron River*. — 72 M. *Bibon* (965 ft.) is the junction of a line

to (22 M.) **Ashland** (*Knight Hotel*, $ 2½-3½; *Chequamegon*, $ 2-3; 13,074 inhab. in 1900), the shipping-port for the rich hematite Bessemer ore of the *Gogebic Range* (3,000,000 tons yearly). Beyond (104 M.) *Saxon* we pass from Wisconsin to *Michigan* (p. 333). 128 M. *Thomaston* (Rail. Restaurant). *Lake Gogebic* (1330 ft.) lies to the right, 15 M. farther on. 192 M. *Sidnaw*. — 215 M. *Nestoria* (1650 ft.) is the junction of a line to (49 M.) *Houghton* (p. 373), giving access to the valuable copper mines in the peninsula of *Keweenaw*.

The largest of these is the famous *Calumet and Hecla*, one of the most remunerative mining properties in the world. It has already paid about $ 60,000,000 (12,000,000 £) in dividends, and its annual profit is now about $ 4,000,000. The number of miners is 4000. Its No. 4 shaft, 8100 ft. deep, is the deepest inclined shaft in the world, and its Red Jacket Shaft (4920 ft.) is the deepest vertical shaft next to one (18 ft. deeper) at the Tamarack Mine. The total product of copper in this district (which includes the towns of *Hancock*, *Calumet*, etc.) in 1901 was nearly 150 million pounds.

223 M. *Michigamme* (1585 ft.), with the lake of that name to the right. The numerous mineral trains we meet bear witness to the richness of the iron-yielding land we are traversing. Our line now begins to descend rapidly. — 246 M. *Ishpeming* (13,255 inhab. in 1900) and (249 M.) *Negaunee* (1440 ft.; 6935 inhab. in 1900) are the two chief places of the important mining district of the *Marquette Range*, which in 1903 produced 3,040,000 tons of iron, besides gold, silver, and marble.

About 30 M. to the S. is the *Menominee Range*, another important iron district (output in 1903, 1,741,000 tons).

261 M. **Marquette** (600 ft.; *Marquette*, $ 2½-3; *Clifton*, $ 2-3; *Rail. Restaurant*), named from Père Marquette, the French missionary and explorer (of whom a statue has been erected), is a city of (1900) 10,058 inhab., situated on *Iron Bay*, on the S. shore of Lake Superior, and forming the chief outlet for the great iron district of Michigan. The huge iron docks and wharves are seen to the left. **Presque Isle Park* has beautiful walks and drives. — The train now commands glimpses of Lake Superior from time to time, but beyond (291 M.) *Au Train* runs more inland, through a heavily timbered region affording no views. — 299 M. *Munising Junction*, for the short branch-line to *Munising*, a small lake-port with an iron-furnace (comp. p. 373). — 369 M. *Soo Junction*, for a line to (43 M.) *St. Ignace* (p. 338). As we approach Sault-Ste-Marie we skirt the *St. Mary's River* (left), connecting Lake Superior with Lake Huron.

416 M. *Sault-Ste-Marie*, see p. 374.

b. By Steamer.

436 M. Steamers of the *Northern S. S. Co.* twice weekly in one day (fare $ 8.50; berth, $ 1½-2½, and meals extra); of the *Lake Michigan & Lake Superior Transportation Co.* weekly in two days (fare $ 13, including berth and meals); of the *Anchor Line* in 2½ days (inclusive fare $ 12; extra charge on the 'Tionesta'). Regulations similar to those mentioned at p. 340.

Lake Superior (600 ft. above the sea) is the largest body of fresh water on the globe, being 380 M. long, and 160 M. wide at its widest

part, with an area of about 31,500 sq. M. The mean depth is about 900 ft. The lake receives the waters of 200 streams and contains numerous islands, chiefly near its E. and W. ends. Its coast-line (ca. 1500 M.) is irregular and generally rock-bound, some of its cliffs and mountains being very picturesque. The water is clear and very cold even at midsummer. Lake Superior whitefish *(Coregonus clupeiformis)* are excellent, and other varieties of fish are also abundant.

Duluth, see p. 370. The steamer steers towards the E. and threads its way among the picturesque *Apostle Islands* (ca. 25 in all), which lie near the coast.

80 M. *Bayfield* (Parks Hotel, $2), a seaside-resort, connected by railway and small steamer with *Ashland* (p. 372). About 50 M. farther on *Porcupine Mt.* (2025 ft.) rises conspicuously, and 20 M. beyond it lies *Ontonagon*. The steamers are saved the long détour round *Keweenaw Point* by passing through *Portage Lake* (20 M. long, 1/2-2 M. wide) and the ship-canal in connection with it.

200 M. *Houghton* (Douglas House, $ 2½-4), with 3359 inhab. lies on the S. bank of Portage Lake, in a rich copper district (comp. p. 372). It is the seat of the Michigan College of Mines. On emerging from the *Portage Entry*, as this passage is named, the steamer crosses *Keweenaw Bay* and steers S.E. by E., passing *Point Abbaye*, the *Huron Islands*, *Big Bay Point*, and *Granite Island*.

280 M. **Marquette**, see p. 372.

About 45 M. beyond Marquette the steamer passes *Grand Island* and then, if the weather permits, approaches as near shore as possible to afford a view of what is considered the finest piece of scenery on the trip, the so-called ***Pictured Rocks.**

These rocks are a series of sandstone bluffs, 300 ft. high, extending along the shore of Lake Superior for a distance of 5 M. and worn by frost and storm into the most fantastic and romantic forms. They owe their name to the vivid hues — red, blue, yellow, green, brown, and gray — with which they are stained. Cascades fall over the rocks at intervals. Among the chief points (named from W. to E.) are *Miner's Castle*, *Sail Rock* (like a sloop in full sail), the *Grand Portal*, and the *Chapel*. Those who wish to examine the Pictured Rocks satisfactorily should disembark at Marquette, proceed thence by railway to *Munising* (p. 372), and there hire a small boat. This is the heart of the Hiawatha country, and Munising occupies the site of the 'Wigwam of Nokomis'.

About 20 M. farther on the steamer passes *Point au Sable* (lighthouse), 60 M. beyond which it rounds *Whitefish Point* (lighthouse) and steers to the S.E. across *Whitefish Bay* towards the mouth of the *St. Mary's River*. This river or strait, which connects Lake Superior with Lake Huron (comp. p. 342), is about 65 M. long and has several islands and lake-like expansions. In entering it we pass through *Waiska Bay*, with *Point Iroquois* to the right (U. S.) and *Gros Cap* to the left (Canada). The *St. Mary Rapids* are avoided by a ship-canal, adjoining which lies the town of *Sault-Ste-Marie*, generally pronounced 'Soo St. Mary' (see p. 374).

The old **St. Mary's** or **Soo Ship Canal** was constructed by the State of Michigan in 1853-55 and was 1800 yds. long, 100 ft. wide, and 12 ft. deep,

with two locks, each 350 ft. long. The present canal, constructed by the U. S. Government in 1881, is 2330 yds. long, 108 ft. wide at its narrowest part (the movable dam), and 16 ft. deep. Its original lock is 515 ft. long, 80 ft. wide, and 39½ ft. deep. It has a lift of 18 ft. and can hold two large lake-steamers. The total cost of the canal enlargement was $2,150,000 (430,000 *l.*). Even this, however, proved inadequate for the increasing traffic, and an enormous new lock, on the site of the two old locks of 1855, was opened in 1896, having a length of 800 ft., a breadth of 100 ft., and a depth of 43¼ ft. It can accommodate vessels drawing 21 ft. The cost of this new lock and the accompanying enlargement of the canal was about $ 5,000,000 (1,000,000 *l.*). The lock can be filled and emptied in 7 minutes. — A *Ship Canal*, 1⅞ M. long, has also been constructed on the Canadian side of the river (see *Baedeker's Canada*).

The annual tonnage of the vessels passing through the Soo Canal is about twice as great as that passing through the Suez Canal. In 1903 the canal (including the Canadian channel) was passed by 18,598 vessels with an aggregate tonnage of 27,736,466 tons (Suez Canal in 1902 15,694,359 tons).

Sault-Ste-Marie (615 ft.; *Iroquois*, $ 2-5; *Park*, from $ 2½; *Arlington*, $ 2; *Rail. Restaurant*), a thriving little city with (1900) 10,538 inhab., originated in a French mission established here in 1641. Its position on the Soo Canal and at the convergence of several railways gives it a considerable commercial importance, while its huge chemical and other works show its growing industrial importance. To the E. lies *Fort Brady*, a U. S. military post. The *Government Fish Hatchery* is another object of interest. The St. Mary's River is crossed here by the fine bridge of the Canadian Pacific Railway. Frequent steam-ferries cross to the Canadian *Sault-Ste-Marie* (Algonquin Ho., $ 1½-2; pop. 7169).

One of the things to 'do' at the Soo is to shoot the *Rapids* in a canoe guided by an Indian, an exciting but reasonably safe experience (enquire at hotels). There is good trout-fishing above the Rapids and in the neighbouring streams, and the Indians catch whitefish with scoop nets below the Rapids. The island of *Mackinac* (p. 338) is easily reached from the Soo. From Sault-Ste-Marie to *Buffalo* by steamer, see R. 46e.

54. From St. Paul to Winnipeg.

a. Viâ Breckinridge.

489 M. Great Northern Railway in 17½ hrs. (fare $ 14.20, 2nd cl. $ 11.35; Pullman car $ 3; family tourist-car $ 1). Through-tickets are issued to points on the Pacific Coast over this route ('Manitoba-Pacific Route') in connection with the *Canadian Pacific Railway* (comp. *Baedeker's Canada*).

Harvest Excursion Trains from St. Paul to points in the Red River Valley are run at reduced rates in summer and autumn for visitors to the wonderful harvesting operations in this great wheat district (comp. p. 376).

St. Paul and (11 M.) *Minneapolis*, see R. 51. Our train now runs to the N.W. through the beautiful *Lake Park District* of Minnesota, thickly sprinkled with lakes (comp. p. 367). From (23 M.) *Wayzata*, at the E. end of *Lake Minnetonka* (see p. 370), a branch-line runs to *Hotel Del Otero* (p. 370) and (7 M.) *Spring Park*. Numerous small stations are passed, in a thriving farming district. 76 M. *Litchfield* (Howard, $ 2), a summer-resort on *Lake Ripley*. — 102 M. *Willmar* is the junction of a line to (147 M.) **Sioux ('Soo') Falls** (*Cataract Ho.*,

$2^1/_2$-$3^1/_2$), in *South Dakota* ('Coyote State'), and (225 M.) **Sioux City** (*Hot. Garretson*, R. from $1; *Mondamin*, $2-3^1/_2$), in Iowa.

The first of these has a large water-power from the *Big Sioux River* and contains 10,266 inhab. and extensive flour-mills. It is the seat of the *Dakota Penitentiary* and the *State Deaf and Dumb Institute*. — *Sioux City* is an important manufacturing centre with (1900) 33,111 inhab., a large foundry, and several pork and beef packing houses.

From (132 M.) *Benson* a line runs to *Watertown* and *Huron*. Other lines diverge to the W. and E. at (192 M.) *Tintah Junction* and (197 M.) *Yarmouth*. At (214 M.) *Breckinridge* we reach the *Red River* (p. 376), which we cross to (215 M.) *Wahpeton* (960 ft.; 2228 inhab.), in *North Dakota* (p. 469).

Two lines of the G. N. Ry. ascend the *Red River Valley* (p. 376), one on each side of the river. Through-trains generally follow that on the W. bank, which they reach on crossing from (260 M.) *Moorhead* (p. 376) to (261 M.) *Fargo* (900 ft.; p. 376), where the G. N. Ry. intersects the Northern Pacific R. R. (R. 83). We are here joined by the line running via Fergus Falls (see below). Fine fields o fwheat are passed. — 339 M. **Grand Forks** (830 ft.; *Northern*, $2-2^1/_2$; *Dacotah*, $2-4), with 7652 inhab., large lumber mills, and the *State University of North Dakota* (600 students), is the junction of the G. N. R. line to Montana described in R. 82. — 419 M. *Neche*, on the 49th parallel of N. lat., is the last station in the United States, and (420 M.) *Gretna* is the first in Canada (custom-house examination). We now run over the tracks of the *Can. Pacific Railway*, through a district peopled with Scots, French half-breeds, and Mennonites.

489 M. **Winnipeg** (*Clarendon*, *Queen's*, *Leland Ho.*, etc.), see *Baedeker's Handbook to Canada*.

b. Viâ Fergus Falls.

472 M. Great Northern Railway in $17^1/_2$ hrs (fares as above).

St. Paul and (11 M.) *Minneapolis*, see p. 365. The train ascends on the E. bank of the *Mississippi*, parallel to a track on the other side used by trains running towards St. Paul. 29 M. *Anoka* (3769 inhab. in 1900); 41 M. *Elk River*; 47 M. *Monticello*. — At (77 M.) **St. Cloud** (1030 ft.; *Grand Central*, $2), a city of (1900) 8663 inhab., with large granite quarries, the two lines from St. Paul unite with that from Duluth (p. 370). It is also the junction of a line to Willmar (p. 374). — Farther on we pass through a country so thickly sprinkled with lakes that the line has often had to be led across them on trestles. From (119 M.) *Sauk Centre* a branch-line runs to the N. to (91 M.) *Park Rapids*. 132 M. *Osakis* (Idlewild, Lake Ho., $2), on the pretty lake of that name, is a favourite resort of summer-visitors and anglers. 144 M. *Alexandria* (Letson, Geneva Beach Ho., $2), another summer-resort, has good fishing and shooting. 170 M. *Ashby* (Hotel Kittson, $2^1/_2$). At (189 M.) *Fergus Falls* (Grand, $2), with (1900) 6072 inhab., the descent of the infant Red River is used by mills and factories. We now run through the interminable wheat-fields of

the fertile **Red River Valley**, one of the great wheat-growing regions of the world, its crop often amounting to 50 million bushels. Numerous grain-elevators are seen in all directions. 220 M. *Barnesville* is the point where the double line up the Red River Valley, mentioned at p. 375, begins. — 243 M. *Moorhead*, see p. 471. — 244 M. *Fargo*, see p. 471. Hence to (472 M.) **Winnipeg**, see p. 375.

c. Viâ Crookston and Pembina.

483 M. Northern Pacific Railway in 17½ hrs. (fares as above).

From St. Paul to (225 M.) *Winnipeg Junction*, see p. 471. Our line here diverges to the right from the main line (R. 83) and runs to the N.W. through *Red River Valley* (see above). — 293 M. *Crookston* (p. 467); 321 M. *Grand Forks* (p. 375); 369 M. *Grafton*. Beyond (414 M.) *Pembina* we enter Canada. Hence to (483 M.) **Winnipeg**, see *Baedeker's Handbook to Canada*.

55. From Chicago to St. Louis.

a. Viâ Illinois Central Railroad.

293 M. Railway in 8-9¼ hrs. (fare $7.50; sleeper $2, parlor-car $1, reclining chair car free; library-car on best trains, with books and magazines).

From Chicago to (56 M.) *Kankakee*, see p. 378. Our line crosses the *Kankakee River* and runs towards the S., through an ocean of maize or Indian corn. At (81 M.) *Gilman* the St. Louis train diverges to the right (S.W.) from the through-line to Centralia, Fulton, and New Orleans (see R. 63). 123 M. *Laurette*, the junction of a cross-line to Rantoul (p. 402). At (148 M.) *Clinton* (Magill Ho., $1½-2), a railway-centre of some importance, a branch-line diverges to (21 M.) *Decatur* (p. 377). At (170 M.) *Mt. Pulaski* our line is crossed by that from Peoria to Evansville (p. 394). — 193 M. *Springfield* (p. 377). 236 M. *Litchfield* (p. 377); 244 M. *Mt. Olive*; 257 M. *Alhambra*; 289 M. *Bridge Junction*; 290 M. *East St. Louis*.

293 M. **St. Louis**, see p. 389.

It should be noticed that some of the trains entering St. Louis, both on this and other lines, do not touch E. St. Louis but cross the Merchants' Bridge (p. 394) and skirt the levee on the W. side of the river.

b. Viâ Chicago and Alton Railway.

284 M. Railway in 8-10½ hrs. (fares as above).

Chicago (Canal St. Depot), see p. 346. The line runs to the S.W. through the prairies of Illinois, passing at first several suburban stations. 33 M. *Lockport* (2659 inhab.), the terminus of the Chicago Drainage Canal (p. 352); 37 M. *Joliet* (see p. 493). — 74 M. *Dwight*, the original home of Keeley's 'Gold Cure'.

At Dwight diverges (to the right) the line for (80 M.) *Peoria*, to which solid through-trains run from Chicago in 4¾ hrs. — Peoria (*National*,

$2-4; *Fey*, $2½-3½; *The Grant*, $2-3), a busy industrial city with (1900) 56,100 inhab., is celebrated for its whiskey and has many substantial buildings. The value of its industrial products in 1900 was $48,871,596. It is also connected by through-trains with Kansas City and St. Louis.

124 M. *Normal*, with large nurseries, the State Normal College, and a Soldiers' Orphan Home. — 126½ M. **Bloomington** (825 ft.; *The Hills*, from $2; *The Illinois*, *Folsom*, $2½), a busy manufacturing town of 23,286 inhab. and an important railway-centre.

185 M. **Springfield** (630 ft.; *Leland Ho.*, $3; *St. Nicholas*, $2), the capital of Illinois, is a well-built and tree-shaded city of 34,159 inhab. ('Flower City'), the trade and industry of which are promoted by the rich coal-mines whose smoke is visible all round. The *State Capitol* is a large building, with a dome. The *State Arsenal* and the extensive manufactory of the *Illinois Watch Co.* repay a visit. *Oak Ridge Cemetery*, 2 M. to the N., contains the grave of Abraham Lincoln (1809-65), marked by a handsome monument, erected in 1874 at a cost of $200,000 (40,000*l.*). The house he occupied when elected President in 1861 is in Eighth St., four blocks from the *Court House*. It now belongs to the State and is open to the public, but its contents do not date from Lincoln's occupancy. — 211 M. *Girard;* 252 M. *Godfrey.* — 257½ M. **Alton** (470 ft.; *Madison*, $2½), an industrial city of 14,210 inhab., lies on high ground on the E. bank of the *Mississippi*, 3 M. above the mouth of the Missouri. In 1897 a monument was erected here to Elijah P. Lovejoy (1802-37), the anti-slavery martyr. — The train descends along the Mississippi and at (281 M.) *East St. Louis* crosses it by a fine bridge (p. 393).

284 M. **St. Louis**, see R. 60.

c. Viâ Wabash Railroad.

286 M. Railway in 8-10 hrs. (fares as above).

Chicago (Dearborn Station), see p. 346. The course of this line is very similar to those above described and offers few features of great interest. Most of the stations named below are points of junction with other lines. — 34 M. *Steele;* 35 M. *Brisbane;* 60 M. *Essex;* 67 M. *Reddick.* From (93 M.) *Forrest* branch-lines run to (17 M.) *Pontiac* and (37 M.) *Streator* and to (65 M.) *Peoria* (p. 377). 113 M. *Gibson;* 124 M. *Howard;* 132 M. *Mansfield;* 140 M. *Lodge;* 146 M. *Monticello.* At (153 M.) *Bement* we cross the Wabash line from Detroit to Kansas City. — 173 M. *Decatur* (St. Nicholas, $2-3), a busy railway-centre (comp. p. 376) with 20,754 inhab., produced goods to the value of nearly $6,000,000 in 1900. — 202 M. *Taylorville* (4248 inhab.); 234 M. *Litchfield;* 248 M. *Staunton* (2786 inhab.); 265 M. *Edwardsville Junction*, for (2 M.) *Edwardsville* (4157 inhab.); 278 M. *Granite City;* 283 M. *East St. Louis.*

286 M. **St. Louis**, see R. 60.

56. From Chicago to Cincinnati.

a. Viâ Lafayette and Indianapolis.

306 M. Cleveland, Cincinnati, Chicago, & St. Louis Railway (*'Big Four Line'*) in 8-11 hrs. (fare $8; sleeper $2, reclining-chair $1).

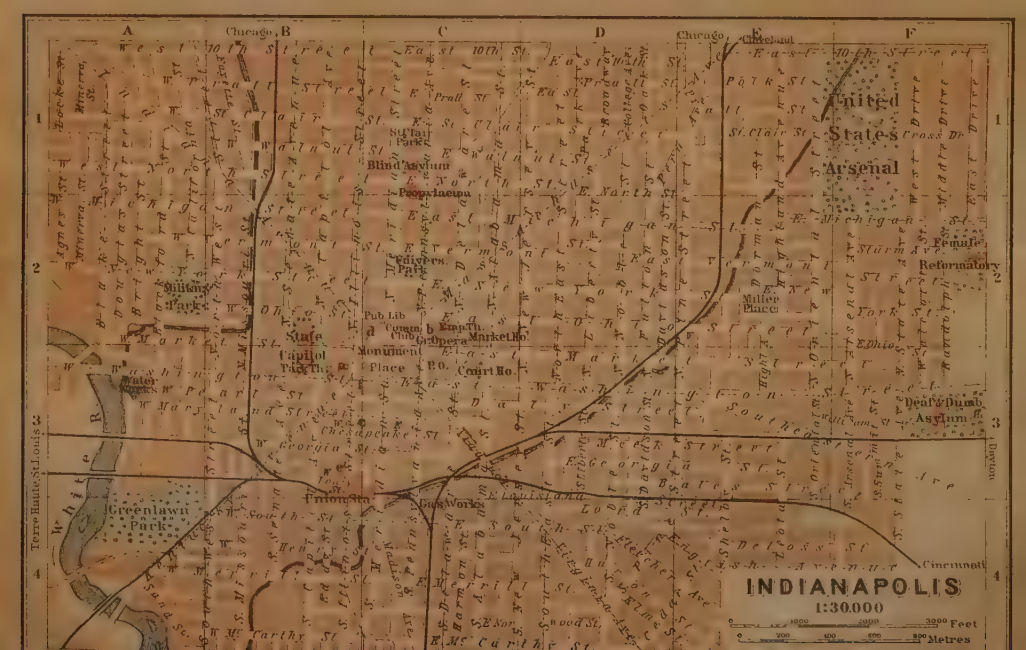
Chicago (Illinois Central Station), see p. 346. The train runs along the lake-front (p. 350) to (9½ M.) *Grand Crossing* and then turns to the S. (inland). 56 M. *Kankakee* (625 ft.), a railway and industrial centre with 13,600 inhab., on the *Kankakee River*. Our line now runs to the S.E. and crosses the *Kankakee* and *Iroquois Rivers*. Beyond (86 M.) *Sheldon* we enter *Indiana*. — 131 M. **Lafayette** (590 ft.; *Lahr Ho.*, $2½-3½), an industrial city of 18,116 inhab., at the head of navigation on the *Wabash River*. *Purdue College* has 1300 students of agriculture, engineering, and other practical branches. The battlefield of *Tippecanoe* (see p. 334) lies about 7 M. to the N.

195 M. **Indianapolis.** — **Hotels.** Claypool (Pl. a; B, 3), from $3; Denison (Pl. b; C, 2); Grand (Pl. c; B, 3), English (Pl. d; C, 2), from $2½; Spencer (Pl. e; B, 3), from $2; Occidental (Pl. f; B, 3). — *Electric Cars* (5c.) traverse the chief streets. — *Post Office* (Pl. C, 3), cor. of Pennsylvania St. and Market St. — *Empire Theatre* (Pl. C, 2); *Grand Opera House* (Pl. C, 2). — Information to visitors given freely at the *Commercial Club* (Pl. C, 2), 603 Commercial Club Building.

Indianapolis (700 ft.), founded in 1821, the capital and largest city of Indiana, with (1900) 169,164 inhab., lies on the W. branch of the *White River*, in the midst of a wide plain. It is a great railway-centre, carries on an extensive trade in live-stock, and produces manufactures to the value of 75 million dollars (15,000,000 *l.*) annually. The chief attraction of the city lies in its beautiful residence-quarter, the tasteful houses, shady streets, and grassy lawns of which make one of the most beautiful scenes of the kind in the United States.

The focus of the city is the circular Monument Place (Pl. C, 2, 3), from which four wide avenues run diagonally to the four corners of the city, all the other streets being laid out at right angles to each other. In the centre of this place rises the *Soldiers and Sailors Monument, 285 ft. high, by *Bruno Schmitz* of Berlin (1893). — A little to the W. is the State Capitol (Pl. B, 2, 3), a large building with a central tower and dome, erected at a cost of $2,000,000. The Court House (Pl. C, 3), also an imposing edifice, lies to the E. of the Monument.

Other large and important buildings are the *Blind Asylum* (Pl. C, 1), ½ M. to the N. of the Monument; the *United States Arsenal* (Pl. F, 1), on a hill to the E. of the city; the *Deaf & Dumb Asylum* (Pl. F, 3), also to the E.; the **Propylæum* (Pl. C, 1, 2), a unique building, owned and controlled by a stock-company of women for literary purposes; the *Union Railway Station* (Pl. B, C, 3, 4); the *Post Office* (Pl. C, 3); the *City Hall*; the *Public Library* (Pl. C, 2; 100,000 vols.); and several *Churches*. The *Central Hospital for the Insane* lies 1½ M. to the W. of the city, beyond the White River. The


INDIANAPOLIS
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Military Park
State Capitol
Monument Place
Pub Lib
Comm. Club
Gr. Opera
Market Ho.
Court Ho.
P.O.
Water Works
Greenlawn Park
Union Sta.
Gas Works
Miller Place
Female Reformatory
Deaf & Dumb Asylum
St. Clair Park
Cross Dr.
Starm Ave.
Ohio St.
Georgia St.
Chesapeake St.
Madison Ave.
Harmon St.
Sand St.
Mc Carthy St.
Wood St.
Lord St.
Bales Street
Meek Street
Southeastern Ave.
Dorman St.
Highland Ave.
Ravenswood Ave.
Arsenal Ave.
Middle Drive
East Drive
Polk St.
Prall St.
East 10th St.
West 10th Street
Minerva St.
Agnes St.
Blake St.
Douglas St.
Bright St.
Fayette St.
Clair St.
Walnut St.
North St.
Michigan St.
Vermont St.
New York St.
Ohio St.
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Washington St.
Pearl St.
Maryland Street
Georgia St.
Louisiana St.
Lord St.
Deloss St.
Shelby St.
Fletcher Ave.
Cedar St.
Elm St.
Huron St.
Virginia Ave.
Harmon St.
Madison Ave.
Sand St.
Mc Carthy St.
Wood St.
Merrill St.
Henry St.
South St.
Kentucky St.
Missouri St.
Illinois St.
Indiana St.
Pennsylvania St.
Delaware St.
Alabama St.
Tennessee St.
Mississippi St.
Sherman St.
Dorman St.
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Arsenal Ave.
Middle Drive
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Cross Dr.
Starm Ave.
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Middle Drive
East Drive
Cross Dr.
Starm Ave.
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Riverside (N.W.), *Broad Ripple* (N.), *Brookside* (N.E.), *Fairview* (N.), and *Garfield* (S.) *Parks* deserve mention. A visit may be paid to *Crown Hill Cemetery*, 2 M. to the N., and to some of the large *Manufactories* (iron, terracotta, pork-packers) and the *Union Stock-yards* (to the S.W., beyond Pl. A, 4).

Indianapolis is a great centre of electric railways, which radiate hence in all directions. That running to Columbus (p. 327; about 7 hrs.) is equipped with sleeping-cars.

Beyond Indianapolis the train continues to run towards the S.E. 245 M. *Fairland;* 242 M. *Greensburg*. The country becomes somewhat more diversified as we near Cincinnati. Numerous small trestles and sand-pits are seen. At (283 M.) *Lawrenceburg Junction* we reach the *Ohio*, which we follow to the E. to —

306 M. **Cincinnati** *(Central Union Station)*, see p. 384.

b. Viâ Logansport.

299 M. Pittsburg, Cincinnati, Chicago, & St. Louis Railway ('Pan Handle Route') in 8-10 hrs. (fares as above).

From *Chicago* to (117 M.) *Logansport*, see R. 44b. At (122 M.) *Anoka Junction* our line diverges to the right from that to Columbus and Pittsburg (see p. 388). 176 M. *Anderson*. 225 M. *Richmond* (Westcott, $2\frac{1}{2}$-$4\frac{1}{2}$), with 18,226 inhab., is the entrepôt of a rich agricultural district. At (241 M.) *Eaton* we turn nearly due S. 269 M. *Hamilton*, an industrial town with 23,914 inhab., on the *Miami*.

299 M. **Cincinnati** *(Pan Handle Depot)*, see p. 384.

c. Viâ the Monon Route.

308 M. Chicago, Indianapolis, & Louisville Railway to (184 M.) *Indianapolis* and Cincinnati, Hamilton, & Dayton Railway thence to (308 M.) *Cincinnati* in $8\frac{3}{4}$-$10\frac{3}{4}$ hrs. (through-carriages; fares as above).

Chicago (Dearborn Station), see p. 346. At (21 M.) *Hammond* (Majestic, $2), with 12,376 inhab., we enter *Indiana*. The line then runs S.E. to (88 M.) *Monon*, where we cross the C. I. & L. line from Michigan City (p. 339) to Louisville (p. 395). — 99 M. *Monticello*. — At (184 M.) **Indianapolis** (p. 378), we connect with the Cin., Hamilton, & Dayton line from Springfield. — 223 M. *Rushville* (4541 inhab.); 231 M. *Connersville* (6836 inhab.). At (263 M.) *College Corner* we enter *Ohio*. $272\frac{1}{2}$ M. *Hamilton*, see above.

308 M. **Cinncinnati**, see p. 384.

57. From New York to Cincinnati.

a. Viâ Pennsylvania Railroad.

757 M. Railway in 19-21 hrs. (fare $18; Pullman car $4).

From New York to (90 M.) *Philadelphia*, see R. 31a; from Philadelphia to (444 M.) *Pittsburg*, see R. 37; from Pittsburg to (637 M.) *Columbus*, see R. 44b.

At Columbus our line diverges to the left (S.) from that to Chicago (comp. p. 327). — 692 M. **Xenia** (920 ft.; *Florence*, $2-2½), a city of 8696 inhab., with paper-mills and twine manufactures, *Wilberforce University* (400 coloured students), a large *Orphan's Home*, and other well-known educational and charitable institutions.

757 M. **Cincinnati** *(Pan Handle Depot)*, see p. 384.

b. Viâ Chesapeake & Ohio Railway.

828 M. Railway in 24 hrs. (fare $18; sleeper $4). The F. F. V. (Fast Flying Virginian) Vestibule Limited Train on this route leaves New York at 5 p.m. (no extra charge). — The scenery on this route is varied and often very fine, especially in crossing the Blue Ridge and Allegheny Mts. and in the valleys of the Greenbrier and the New River. Numerous places connected with the history of the Civil War are passed in Virginia. The C. & O. Railway issues a 'Battle Field Folder' giving particulars.

From New York to (90 M.) *Philadelphia* (Pennsylvania R. R.), see p. 257; thence to (186 M.) *Baltimore* (Penna. R. R.), see p. 300; thence to (229 M.) *Washington* (Phil., Baltimore, & Washington R. R.), see p. 308. From Washington the line follows the tracks of the Southern Railway (see R. 67a) to (313 M.) *Orange*.

At (322 M.) *Gordonsville* (440 ft.), the scene of a battle on Dec. 28th, 1864, we are joined by the line from Richmond and Old Point Comfort. Farther on we have *Moore's Creek* first on one side of us and then on the other.

344 M. **Charlottesville** (400 ft.; *Jefferson Park*, at Fry Springs, $ 2½-3; *Gleason, Clermont*, $ 3; *Rail. Restaurant*), a town of 6449 inhab., on Moore's Creek, is of interest as the home of Jefferson and the site of the University of Virginia.

The **University of Virginia** (visible to the left from the train), founded in 1819, mainly through the exertions of Thomas Jefferson, lies 1½ M. to the W. of the town (street car 5c.) and is attended by 600 students. The original buildings erected from Jefferson's designs consist mainly of parallel ranges of one-story dormitories, the inner rows bordering a tree-shaded campus, at one end of which stands the *Rotunda* (view from roof), rebuilt by McKim, Mead, & White in 1897 after a fire. The new buildings include the *Lewis Brooks Museum of Natural History* (8-6; with a facsimile of the mammoth) and a good *Observatory*. — *Pantops Academy*, 2 M. off, is frequented by boys from all over the country and also from abroad.

Monticello, the home of *Thomas Jefferson* (1743-1826), is finely situated on a view-commanding hill, 2½ M. to the S.E. of Charlottesville, and is an interesting example of the architecture of the period (visitors not admitted to the interior; adm. to grounds 25c.). The great statesman is buried in a small private graveyard adjoining the road leading to the house.

A visit may be paid to the interesting cellars of the *Monticello Wine Co.*, where various good wines are produced from the grapes of the vicinity. The *Charlottesville Woollen Mills*, to the E., make uniforms for army officers and West Point Cadets.

Charlottesville, or its immediate vicinity, is also associated with Franklin, Monroe, Wirt, Lewis and Clark (the explorer), and many other distinguished Americans.

From Charlottesville to *Lynchburg* and the South, see R. 69a.

Our line now runs towards the W. and begins to ascend among the *Blue Ridge Mts.*, threading many tunnels. 366 M. *Afton*

(1500 ft.; Afton Ho., $2; Mountain Top Ho., 1½ M. from Afton and 2000 ft. above the sea, $2), pleasantly situated near the top of the ridge (tunnel) and affording fine views of the *Piedmont Valley* far below us. The orchards of this region produce the famous 'Albemarle pippin'. At (370 M.) *Basic City* (Brandon, $2-3) we cross the Norfolk & Western R. R. (see p. 430). — 383 M. *Staunton* (1385 ft.; Eakleton, $2-2½; Palmer Ho., $2), an industrial town with 7289 inhab. and several large educational institutions, lies on the plateau between the Blue Ridge and the Allegheny Mts., at the head of the Shenandoah Valley.

Staunton is the junction of a line (B. & O. R. R.) to (36 M.) **Lexington** (*Lexington*, $2-2½), the seat of the *Washington and Lee University* (300 students; good portraits by C. W. Peale of Washington and Lafayette) and the *Virginia Military Institute*. *Generals Robert E. Lee* and '*Stonewall' Jackson* are both buried here, and statues of them have been erected.

North Mt. (2075 ft.) rises to the right near (391 M.) *Swoope's* (1645 ft.). 415 M. *Goshen* (1600 ft.; Allegheny Hotel, finely situated on a bluff to the left, $3-5) is the junction of a narrow-gauge line to the (9 M.) *Rockbridge Alum Springs* (2000 ft.; Grand, Brook, Central, $2-3½). — 422 M. *Millboro* (1680 ft.) is the station for *Millboro Springs*, *Bath Alum Springs*, etc. — 439 M. *Clifton Forge* (1050 ft.; Gladys Hotel, $2½-3; Rail. Restaurant), on the *Jackson River*, is the junction of the James River Branch of the C. & O. R. R. We now change from Eastern to Central time. To the left flows the picturesque Jackson. — From (452 M.) *Covington* (1245 ft.; Intermont, $2-5) a branch-line runs to *Hot Springs*.

From Covington to Hot Springs, 25 M., railway in 1¼ hr. (through-sleeper from New York via Washington). — *Hot Springs* are connected by good roads, traversed by coaches, with (2½ M.) *Healing Springs* and (5 M.) *Warm Springs*. All these thermal springs, situated in a mountain-girt valley 2000-2500 ft. above sea-level, are used both for drinking and bathing and are efficacious in gout, rheumatism, liver and cutaneous complaints, dyspepsia, scrofula, etc. All are provided with ample hotel and cottage accommodation, the transient rates varying from $2 per day at the Healing Springs Hotel to $3 and upwards per day at the *New Homestead and Virginia Hotels at Hot Springs (cheaper by the week or longer). The Alphin ($2½-3½) at Hot Springs, a smaller house, is also well spoken of. The Hot Springs have a temperature of 78-110° Fahr., the Warm Springs of 98°, and the Healing Springs of 84°. The scenery in the neighbourhood is picturesque, and numerous pleasant excursions can be made. There is a golf-course at Hot Springs.

Farther on we cross *Dunlap Creek* and *Jerry's Run Fill*, 220 ft. high and said to be the highest railway-embankment in the world. Both before and after (468 M.) *Alleghany* (2500 ft.), on the crest of the *Alleghany Mts.*, we thread a long tunnel. Coaches run hence to (9 M.) *Sweet Chalybeate Springs* (Hotel, $2-2½) and (10 M.) *Sweet Springs* (2000 ft.), one of the oldest and most popular of Virginian resorts (water good for dyspepsia, dysentery, etc.). — The line descends. We now enter *West Virginia*.

474 M. **Greenbrier White Sulphur Springs** (1980 ft.; **Grand Central Hotel*, $3½ per day, $21 per week; *The Greenbriar*, from

$ 3; numerous boarding houses and cottages), the largest and most fashionable of the Virginian spas, is finely situated in the heart of the Alleghenies and is visited annually by thousands of guests.

For over a century the Greenbrier White Sulphur Springs have been the typical resort of the wealth and aristocracy of the South; and the pictures of Southern life, beauty, and fashion still seen here will be found of great interest by the European or Northern visitor. The valley is well wooded and affords delightful drives. The gaiety of the place is promoted by numerous balls and other diversions.

The temperature of the water is 62° Fahr. and its chief ingredients are nitrogen, oxygen, carbonic acid, hydro-sulphuric acid, sulphates of lime and magnesia, and carbonate of lime. It is used both internally and externally, and is efficacious in dyspepsia, liver complaints, nervous affections, gout, rheumatism, skin diseases, asthma, etc. Mud baths are also used. The spring yields 30 gallons per minute. Large swimming-baths.

Among the most prominent of the mountains enclosing the valley are *Kate's Mt.* (3500 ft.), 1 M. to the S.; *Greenbrier* (3500 ft.), 1 M. to the W., and the *White Rock* (3200 ft.), 3 M. to the S.W.

The train now descends the valley of the *Greenbrier*. Many tunnels. Coaches run from (491 M.) *Fort Spring* (1625 ft.; inn) to (14 M.) *Salt Sulphur Springs* (Hotel, $2½), and from (507 M.) *Lowell* (1550 ft.) to (12 M.) *Red Sulphur Springs* (Hotel, $2½), resembling the Eaux Bonnes of the Pyrenees (54° Fahr.). Beyond (519 M.) *Hinton* (1375 ft.) we follow the *New River*, with its romantic falls. 541 M. *Quinnimont* (1195 ft.); 571 M. *Hawk's Nest* (830 ft.; hotel), opposite a huge cliff 1200 ft. high; 580 M. *Kanawha Falls* (705 ft.), with a pretty waterfall on the *Kanawha River*, formed by the confluence (2 M. above) of the New River and the *Gauley*.

The train now leaves the picturesque scenery and reaches a more open district. Numerous coal-mines. To the right flows the Kanawha. — 616 M. **Charleston** (600 ft.; *Hot. Ruffner*, $2½-3½), the capital of West Virginia, a city of 11,099 inhab., with a *State House*. A fine bridge, 75 ft. high, leads across the river from the station to the city. — At (663 M.) *Guyandotte* (560 ft.) we reach the *Ohio River*. 666 M. *Huntington* (Rail. Restaurant). 673 M. *Kenova* is named from its position at the conjunction of Kentucky, Ohio, and (W.) Virginia. At (676 M.) *Catlettsburg* (545 ft.) we cross the *Big Sandy* and enter *Kentucky* (the 'Blue Grass State'). The train now follows the left bank of the Ohio all the way to Cincinnati. At (682 M.) *Ashland* (6800 inhab.) the line forks, the left branch running via *Lexington* (p. 397) to (208 M.) *Louisville* (p. 395). 686 M. *Russell* or *Ironton* (11,868 inhab.), on the Ohio (right) bank of the river; 764 M. *Maysville;* 772 M. *South Ripley;* 824 M. *Newport* (p. 387); 826 M. *Covington* (p. 387). We now cross the Ohio to — 828 M. **Cincinnati** *(Central Union Station)*, see p. 384.

c. Viâ Cleveland.

886 M. Railway in 20-26 hrs. (fare $18; sleeper $4). *N. Y. C. R. R.* to (440 M.) *Buffalo; Lake Shore Ry.* thence to (623 M.) *Cleveland;* and *C. C. C. & St. L. Ry.* thence to (886 M.) *Cincinnati*. Buffalo may also be reached by the routes mentioned at pp. 242-248. Through sleeping-cars on the express trains.

From New York to (140 M.) *Buffalo*, see R. 28a; from Buffalo to (623 M.) *Cleveland*, see R. 46a.

From Cleveland the railway runs towards the S.W. Neither the country traversed nor the stations passed are of special interest. 635 M. *Berea;* 698 M. *Crestline* (p. 326); 703 M. *Galion* (p. 387); 737 M. *Delaware* (925 ft.). — 761 M. **Columbus,** see p. 327. — 806 M. **Springfield** (990 ft.; *Arcade*, $2^1/_2$-$3^1/_2$), a manufacturing city (agricultural machinery, etc.; value in 1900, $12,777,000) of 38,253 inhab., with fine water-power furnished by the *Lagonda Creek* and *Mad River*. It has a large trade in farm products.

830 M. **Dayton** (745 ft.; *Beckel Ho.*, from $2^1/_2$; *Atlas*, R. from $1), a city of 85,333 inhab., lies at the confluence of the Mad River with the *Great Miami* and manufactures machinery, flour, paper, etc., to the value (1900) of $35,700,000. The *National Cash Register Co.'s* arrangements for the welfare of its 2000 employees repay a visit. On a hill 2 M. to the W. is the *Central National Soldiers' Home*, with 5000 inmates.

886 M. **Cincinnati** *(Central Union Station)*, see p. 384.

d. Viâ Baltimore & Ohio Railroad.

780 M. Railway in $21^1/_2$-$26^1/_4$ hrs. (fare $16; sleeper $4).

From New York to (229 M.) *Washington*, see R. 42b; thence to (480 M.) *Grafton*, see R. 45.

From Grafton the line runs to the W. through a somewhat uninteresting district, with petroleum-wells and coal-mines. 502 M. *Clarksburg*, on the *Monongahela*. 584 M. *Parkersburg* (615 ft.; Jackson, $2-$3^1/_2$; Blennerhassett, $2-3), a petroleum-trading city, with 11,703 inhab., at the confluence of the *Little Kanawha* and *Ohio*. The train crosses the latter river by a fine bridge and enters *Ohio*. We now pass from Eastern to Central time (p. xviii). 586 M. *Belpré*. — 621 M. *Athens* (655 ft.), on the *Hocking*, with 3066 inhab. and Ohio University (550 students). In the neighbourhood are several Indian mounds. — 681 M. *Chillicothe* (635 ft.), a city of 12,976 inhab., with considerable manufactures, is the centre of a rich agricultural district. 738 M. *Blanchester*. At (755 M.) *Loveland* we cross the *Miami*. 769 M. *Norwood*.

780 M. **Cincinnati** *(Central Union Station)*, see p. 384.

e. Viâ Erie Railroad.

873 M. Railway in 24-33 hrs. (fare $16; sleeper $4). Through-cars.

From New York to (729 M.) *Marion Junction*, see R. 47f. From this point the line follows much the same route as the C. C. C. & St. L. Railway (R. 57c). 778 M. *Urbana* (1030 ft.), an industrial city with 6808 inhab., is the seat of a Swedenborgian College, and of the University of Illinois, with 3800 students. 792 M. *Springfield*; 813 M. *Dayton* (see above); 837 M. *Hamilton* (p. 379). 873 M. **Cincinnati,** see p. 384.

58. Cincinnati.

Railway Stations. *Central Union Station* (Pl. D, 5), Central Ave. & 3rd St., used by the C. C. C. & St. L., the B. & O., the C. & O., the L. & N., and other lines; *Pan Handle* or *Pennsylvania Depot* (Pl. F, 4), Pearl & Butler Sts., for the Pennsylvania lines, the L. & N. R. R., etc.; *Cincinnati, Hamilton, & Dayton Depot* (Pl. C, 4, 5), 6th St.; *Chesapeake & Ohio Station* (Pl. D, 5), 4th St., near Smith St.; *Court Street Station* (Pl. E, 3), for the Cin., Lebanon, & N. R. R. and other lines. — *Omnibuses* and *Cabs* meet the principal trains (to the hotels, 50 c. each).

Hotels. Grand Hotel (Pl. a; D, 4, 5), Central Ave., cor. 4th St., $3-5, R. from $1½; St. Nicholas (Pl. b; D, 4), Race St., cor. 4th St., R. from $2; Alms Hotel, cor. of McMillan St. and Alms Pl. (Pl. F, G, 1), $3-5; Burnet Ho. (Pl. d; D, 4), Vine St., cor. 3rd St.; Gibson Ho. (Pl. e; D, E, 4), Walnut St., near 4th St., $3-5, R. from 1½; Emery (Pl. f; D, 4), R. from $1; Dennison, cor. of 5th and Main Sts., R. from 75 c.; Honing, 422 Vine St., near 4th St. (for men), R. from $1; Martins, 537 Walnut St.; Palace (Pl. g; D, 4), $2½-3½; Sterling (Pl. c; C, 4), Mound St., from $2; The Stag (Pl. h; D, 4), 420 Vine St. (for men), R. from 75 c.; Munro, 29 W. 7th Street (for men), with Turkish Baths, R. from $1.

Restaurants. *St. Nicholas Hotel*, see above; *Stag Café*, see above; *Gibson Café*. Walnut St.; *Majestic Café*, 526 Vine St.; *Bismarck*, Mercantile Library Building; *Martins*, see above; *Salamoni*, 9 Shillito Ave.; *Women's Exchange*, Race St., near 4th St. There are numerous fair restaurants with moderate charges throughout the business-quarter. — *Beer Gardens*, in the German style (concerts in summer), abound on the hills round the city.

Tramways (electric) traverse all the chief streets and suburbs, including *Covington* and *Newport* (p. 387). Some of them afford charming rides of 5-15 M. Uniform fare 5 c. — **Cabs**: per drive, each pers. 25-50 c.; with two horses, 1-2 pers. $1, each addit. pers. 50 c.; per hr. $2, each addit. hr. $1½; heavy luggage extra. — **Four Inclined Planes** (similar to those at Pittsburg, p. 296) ascend to the tops of the surrounding hills: (1). *Mount Adams* (Pl. E, 4); (2). *Cincinnati & Clifton* (Pl. D, 2); (3). *Price's Hill* (Pl. A, 4); (4). *Fairview Heights Incline* (Pl. C, 2). Comp. p. 386. — **Steamers** ply to the chief ports on the Ohio and Mississippi.

Theatres. *Grand Opera Ho.* (Pl. D, 4), Vine St.; *Walnut St. Theatre* (Pl. D, E, 4), Walnut St.; *Robinson's Opera Ho.* (Pl. D, 4), cor. Plum & 9th Sts.; *Heuck's* (Pl. D, 3), 1213 Vine St.; *People's Theatre* (Pl. D, 3), cor. of 13th and Vine Sts.; *The Lyceum* (formerly Freeman's Th.; Pl. D, 4), Central Ave.; *Columbia*, or *Fountain Sq. Theatre* (Pl. D, 4), Lodge Str., adjoining Fountain Sq. Some of these are open on Sunday.

Pleasure Resorts (open in summer, with theatrical performances, concerts, etc.; much frequented by all classes). *Zoological Gardens*, see p. 386. *The Lagoon* (beyond Pl. A, 5), on the Kentucky side of the river, opposite Price's Hill, with park and lake (tramway in ½ hr., 5 c.). — *Chester Park*, 5 M. to the N. (tramway 5 c.), with a fine bicycle-track. — *Coney Island*, 10 M. up the river, reached by hourly steamers from the foot of Vine St. (Pl. E, 5). — *Queen City Bathing Beach* at Dayton, on the Kentucky side of the river, to the E. of Cincinnati. — *Symphony Concerts*, every fortnight in winter in the Springer Music Hall (p. 386).

Post Office (Pl. E, 4), 5th St. (6 a.m. to 10 p.m.).

Cincinnati (430-550 ft. above the sea), the second city of Ohio and one of the most important manufacturing and commercial centres of the Middle West, is finely situated on several terraces rising from the right (N.) bank of the Ohio and is surrounded by an amphitheatre of hills 400-500 ft. high. It has a frontage of 14 M. on the river. The main portion of the city is regularly laid out and its streets are well paved. The chief shopping district is bounded by 4th, Main, 7th, and Elm Sts. The best residential quarters are

A
B
C
Hamilton Dayton
Workhouse
Clifton
Heights
Burnet
Woods
Park
University of Cinc.
Mc Millan St
Avenue
Queen City Ave
Bank Street
Liberty Street
Base Ball Park
Lincoln Park
Armory
Court H.
Market
Cincinnati
Hamilton & Dayton R.
Cin. Southern R.R. Br.
Lunkers Run
Ludlow Creek
Mill Creek
Western Row
Price Hill
Incline
Bridge
Depot
Station
Ohio
Delhi
Wm Conington
Louisville
Indianapolis
Chicago
Pittsburgh
Lebanon
Richmond
Hopkins St
Freeman Ave
Lawrence St
Findlay St
Charlotte Street
Elder St
Buchanan St
Henry St
Kenyon
Hathaway
Stables
Stores
St Michael
Germania
Wagner & Debes' Geog. Estab. Leipzig

CINCINNATI
1 : 36500
0 1000 2000 3000 Feet
0 200 400 600 800 1000 Mètres
1 First National Bank E4
2 Ingalls Building D4
3 Payne's D4
4 Third National Bank D4
5 Traction Building E4
6 Union Trust E4
Mount Auburn
Mount Adams
Mc Millan Street
Columbia Avenue
Eggleston Ave
Pennsylv. Dep.
Water Works
Public Landing
Suspension Bridge
Licking Riv.
Central Br.
L.&N.R.R. Bridge
Court St. Sta.
Hosp.
Art. Sch.
Mus.
Reservoir
Park
Coney Island
Portsmouth
East Walnut Hills
Ch. of St. Francis
Unit. Ch.
Avondale
Columbus
German Protestant Cem.
Zoological Garden
COVINGTON
E
F
G
1
2
3
4
5

on the surrounding highlands. In 1900 Cincinnati contained 325,902 inhab., of whom about a third were of German origin. The Germans formerly resided mainly to the N. of the *Miami Canal*, and that district is known as 'Over the Rhine'. On the opposite bank of the Ohio, in Kentucky, lie the cities of *Covington* and *Newport* (p. 387), connected with Cincinnati by five fine bridges.

Cincinnati was settled in 1788 and named in honour of the Society of the Cincinnati (officers of the Army of the Revolution). Mounds containing relics seem to indicate that part of the site was occupied in prehistoric times. By the beginning of the 19th cent. it contained about 7-800 inhab., and in 1819 it received its city charter. Its growth dates mainly from the construction of the Miami Canal (1830) and the advent of the railway system (1850). In 1850 it contained 115,436 inhab., in 1870 it had 216,239, and in 1880 it had 255,708.

Industry and Trade. The value of Cincinnati's manufactures in 1900 was $157,800,000 (31,560,000*l.*), produced by 63,000 hands. The staple articles include iron, machinery, carriages, boots and shoes, furniture, office-furnishings, pianos, soap, printing ink, decorative pottery, beer, tobacco, and whiskey. Pork-packing is also extensively carried on. Its trade, transacted by river and rail, is also very important.

*Fountain Square (Pl. D, E, 4), an expansion of *5th Street*, may, perhaps, be called the business-centre of the city and from it start most of the tramway-lines. In the middle of the square stands the ***Tyler Davidson Fountain**, one of the most successful works of art in the United States, erected in 1871. It was designed by *August von Kreling* and cast at the Royal Bronze Foundry at Munich. To the N., at the corner of 5th St. and Walnut St., is the **U. S. Government Building** (Pl. E, 4), accommodating the *Post Office*, *Custom House*, and *U. S. Law Courts*.

By following 5th St. to the W. and turning to the left down Vine St., we pass the entrance to the *Emery Arcade* (Pl. D, 4) and reach, at the corner of the busy *4th Street*, the ***Chamber of Commerce** (Pl. D, 4), designed by *H. H. Richardson* (p. xciii) and perhaps the finest building in the city. Opposite, at the N.E. cor. of 4th and Vine Sts., stands the huge *Ingalls Building* (Pl. 2), 14 stories high, the highest wholly concrete building in the world. At the N.W. corner of the same streets is the fine *Third National Bank* (Pl. 4).

Following 4th St. towards the W., we soon reach *Plum Street* (Pl. D, 4, 5), which we may follow to the right (N.) to ***St. Paul's Prot. Cathedral** (Pl. D, 4; Epis.), at the corner of 7th St.; the *R. C. Cathedral of St. Peter* (Pl. D, 4), at the corner of 8th St. (with an alleged Murillo and other pictures); and the *Synagogue* (Pl. D, 4), opposite the last. In the block bounded by Central Ave. and 8th, 9th, and Plum Sts. is the ***City Hall** (Pl. D, 4), a large red building in a Romanesque style, with a lofty tower (*View), erected at a cost of $ 1,600,000. A little to the E., in Vine St., between 6th & 7th Sts., is the *Public Library* (Pl. D, 4; 300,000 vols.).

To the N. of this point, 'over the Rhine' (see above), is Washington Square (Pl. D, 3), with the *Springer Music Hall* (p. 384) and the *Exposition Building*.

Among other buildings may be mentioned the *County Court House* (Pl. E, 4), *St. Xavier's College* (Pl. E, 4), the *Oddfellows' Temple* (Pl. D, 4), the *Cincinnati Hospital* (Pl. D, 3, 4), the huge *Workhouse*, and the *House of Refuge* (both beyond Pl. B, 1). Recently constructed buildings of the modern type include the *Traction Building* (Pl. 5; E, 4), the *Mercantile Library* (Pl. E, 4), the *Union Trust Building* (Pl. 6; D, E, 4), and the *First National Bank* (Pl. 1; E, 4).

The chief park of Cincinnati is **Eden Park** (Pl. E, F, 2, 3), 216 acres in extent, which lies on the hills to the E. and affords fine views of the city and river (band on Sun.). It contains the Art Museum (see below), the main reservoir of the *City Water Works*, the *High Service Pumping Station*, and the *Water Tower*. The top of the last (elevator), a prominent landmark, affords the best *View of the city and its environs, the river, and the Kentucky Highlands.

We may reach the park by the electric cars from Fountain Sq., which are elevated bodily by the inclined plane railway (Pl. E, 4) and run through the park, past the Art Museum (through-fare 5 c.). [Near the head of the inclined plane is the *Rookwood Pottery* (see below; visitors admitted).] Or we may take the Gilbert Ave. electric cars to the Eden Park Entrance, 5 min. from the Art Museum. [*Elsinore*, a towered gateway, a little farther down Gilbert Ave., on this route, was erected by the City Water Works.]

The **Art Museum** (Pl. F, 3), a handsome building of rusticated masonry with a red-tiled roof, is open daily, 9-5 (Sun. 1-5; adm. 25 c., Sun. & Sat. 10 c.; catalogues 10 c.). Adjacent is the *Art School* (500 students). Both are maintained by a private corporation.

The collections include *Paintings*, *Sculptures*, *Engravings*, *Etchings*, *Metal Work*, *Textile Fabrics*, *Pottery*, *American Ethnology and Archaeology*, etc. Among the pictures, on the upper floor, are specimens of Bol, Calame, Haydon, Lessing, Maratta, Rubens (No. 93), Tiepolo (105), Tintoretto (106), and modern French, German, and American masters. The art of *Wood Carving* has been successfully revived at Cincinnati, and the specimens of this are worth attention. *Rookwood Pottery* (see above), another art-product of Cincinnati, is also well represented in the museum. The **Bookwalter Loan Collection* affords good illustrations of Oriental art.

From the top of the *Clifton Heights Inclined Railway* (Pl. D, 2) we may go by electric car to the *Burnet Woods Park* (Pl. D, 1), a fine piece of natural forest. To the S. of it, facing Clifton Ave. (Pl. D, 1), are the handsome new buildings of the *University of Cincinnati* (1200 students). — A good view is obtained from the top of the *Price's Hill Inclined Plane* (Pl. A, 4). — The **Spring Grove Cemetery**, 5 M. to the N.W., is picturesque and contains some interesting monuments. — The **Zoological Garden* (beyond Pl. D, 1; adm. 25 c.; open daily, Sun. included), reached by electric tramways from Fountain Square, contains a fine collection of animals and is a favourite resort (restaurant; concerts).

The **Suspension Bridge* (Pl. E, 5), connecting Cincinnati with Covington, was constructed by Roebling (p. 37) in 1865 at a cost of $ 1,800,000 and rebuilt and enlarged in 1897 at an additional cost of $ 500,000. It is 2720 ft. long (including the approaches; between the towers 1005 ft.), 52 ft. wide, and 103 ft. above low-water mark (toll 2 c.). The new **Central Bridge* (Pl. E, F, 5) is a handsome

cantilever structure; and there are besides three *Railway Bridges*, two of which are very massive and impressive. The *Levee* or *Public Landing* (Pl. E, 5), below the Central Bridge, 1000 ft. long, usually presents a busy and animated sight.

Covington (42,938 inhab.) and *Newport* (28,300 inhab.) are two uninteresting cities in Kentucky, which need not detain the stranger. They are separated from each other by the *Licking River* (crossed by a suspension bridge) and contain the residences of many Cincinnati merchants. The *U. S. Government Building* in Covington is a good specimen of modern Gothic.

Pleasant drives may be taken to *Walnut Hills*, *Avondale*, *Mt. Auburn*, *Clifton*, *Spring Grove*, *Price's Hill*, and **Fort Thomas.** The last, one of the most important stations of the U. S. army, is finely situated in the hills behind Newport, partly on a promontory high above the river (view). The daily guard-mounting is accompanied by a concert by the regimental band, and there is a dress-parade daily in summer (Sat. and Sun. excepted). It may be reached by electric car in 40 min. (5 c.). — The church of *St. Francis de Sales* (Pl. G, 5), in Walnut Hills, contains the largest bell in N. America, weighing 15 tons.

Cincinnati will probably be the most convenient point from which the scientific traveller can visit the famous **Serpent Mound.** This is situated on the bank of *Brush Creek*, in Adams County, Ohio, and the nearest railway-station is *Peebles*, 71 M. to the E. of Cincinnati by the *Norfolk & Western Railway* (station at cor. of Court St. and Broadway). The mound, which is 7 M. from Peebles (omn. or carr.), is in the form of a serpent, 1000 ft. long and 5 ft. high, and is 30 ft. wide at the base. The tail ends in a triple coil, and the mouth is open, as if to swallow an oval mound which rests partly between the distended jaws. This oval is 4 ft. high, with diameters of 109 and 39 ft. The combined figure has been supposed to represent the Oriental cosmological idea of the serpent and the egg.

From Cincinnati to *Chicago*, see R. 56; to *St. Louis*, see R. 59d; to *Louisville*, *Chattanooga*, and *New Orleans*, see R. 62.

59. From New York to St. Louis.

a. Viâ Cleveland and Indianapolis.

1171 M. Railway in 28½-32 hrs. (fare $ 24.25; through-sleeper $ 6). N. Y. C. R. R. from New York to (440 M.) *Buffalo*, Lake Shore Railway thence to (623 M.) *Cleveland*, and C. C. C. & St. L. R. R. thence to (1171 M.) *St. Louis.*

From New York to (440 M.) *Buffalo*, see R. 28a; thence to (623 M.) *Cleveland*, see R. 46a; thence to (703 M.) *Galion*, see R. 57c.

At Galion our line diverges to the right from that to Cincinnati (see p. 383). 724 M. *Marion;* 764 M. *Bellefontaine* (1215 ft.); 804½ M. *Versailles;* 821½ M. *Union City* (1110 ft.), partly in Ohio and partly in Indiana; 870 M. *Anderson.*

906 M. **Indianapolis** *(Rail. Restaurant)*, see p. 378.

Beyond Indianapolis the train crosses the *White River* and runs to the S.W. through Indiana. 945 M. *Greencastle* (780 ft.), with 3661 inhab. and the Depauw University (Methodist; 600 students). — 978 M. **Terre Haute** (490 ft.; *Terre Haute Ho.*, $ 2½-4; *Filbeck*, $ 3), a busy commercial and industrial city of 36,673 inhab., on the *Wabash River*, with some fine buildings and several educational institutions. It is an important railway-centre, and steamers

descend the Wabash hence to Vincennes (p. 389). — The train now crosses the Wabash and enters *Illinois*. 997 M. *Paris* (Paris Hotel, $2-3; Central, at the station, $2), with 6105 inhab.; 1035 M. *Mattoon* (p. 402). At (1058 M.) *Shelbyville* we cross the *Kaskaskia* and see a lofty trestle to the right (N.). 1074 M. *Pana;* 1113 M. *Litchfield* (685 ft.). From (1148 M.) *East Alton* (470 ft.) the line runs S. along the valley of the Mississippi. At (1168 M.) *East St. Louis* we cross the Eads Bridge (p. 393).

1171 M. **St. Louis,** see p. 389.

b. Viâ Philadelphia and Pittsburg.

1065 M. Railway (*Pennsylvania Lines*) in 27½-33 hrs. ($24.25; sleeper $6).

From New York to (90 M.) *Philadelphia*, see R. 31a; thence to (444 M.) *Pittsburg*, see R. 37; thence to (720 M.) *Bradford Junction*, see R. 44b. From Bradford Junction the line runs to the S.W. to (758 M.) *Richmond* (p. 379). 825 M. **Indianapolis** (p. 378). The 'Vandalia Line', which we now follow, takes nearly the same course as the line above described. 861 M. *Greencastle;* 897 M. *Terre Haute* (p. 387); 965 M. *Effingham;* 977 M. *Altamont;* 997 M. *Vandalia;* 1014 M. *Greenville;* 1062 M. *East St. Louis.*

1065 M. **St. Louis,** see p. 389.

c. Viâ Buffalo and Toledo.

1172 M. Railway in 28½-34 hrs. (fare $24.25; sleeper $6). *N. Y. C. R. R.* to (440 M.) *Buffalo; Michigan Central R. R.* thence to (736 M.) *Toledo; Wabash R. R.* thence to (1172 M.) *St. Louis.*

From New York to (440 M.) *Buffalo*, see R. 28a; thence to (736 M.) *Toledo*, see R. 46a. — From Toledo the train runs towards the S.W., touching the *Maumee River* at (772 M.) *Napoleon* (680 ft.) and crossing it at (786 M.) *Defiance* (700 ft.). Beyond (807 M.) *Antwerp* we enter *Indiana*. At (830 M.) *Fort Wayne* (p. 334) we intersect the Pennsylvania R. R. and 'Nickel Plate' routes from New York to Chicago. 873 M. *Wabash* (740 ft.); 887 M. *Peru* (685 ft.); 903 M. *Logansport* (p. 327); 940 M. *Lafayette* (p. 378). At (961 M.) *Attica* we cross the *Wabash* and at (978 M.) *State Line* we enter *Illinois*. 1060 M. *Decatur* (p. 377); 1120 M. *Litchfield* (see above); 1169 M. *East St. Louis.*

1172 M. **St. Louis,** see p. 389.

d. Viâ Washington and Cincinnati.

1120 M. Baltimore & Ohio R. R. in 32-38 hrs. (fare $24.25; sleeper $6).

From New York to (780 M.) *Cincinnati*, see R. 57d. Beyond Cincinnati the train (*Baltimore & Ohio & South-Western Railway*) follows the N. (right) bank of the *Ohio* for some distance, crossing the *Great Miami* and entering *Indiana* beyond (795 M.) *North Bend.*

At (806 M.) *Aurora* (490 ft.) it leaves the river. — 853 M. *North Vernon* (725 ft.) is the junction of a branch-line to (58 M.) *Louisville* (p. 395). At (931 M.) *Shoals* we cross the S. fork of the *White River*, and beyond (953 M.) *Washington* the N. fork of the same river. 972 M. *Vincennes*, a city with 10,249 inhab., on the E. bank of the *Wabash* (steamers to Terre Haute, see p. 388). We here cross the Wabash and enter *Illinois*. 1056 M. *Odin;* 1118 M. *East St. Louis*.

1120 M. **St. Louis**, see below.

60. St. Louis.

Arrival. The *Union Station* (Pl. F, 2; Restaurant), a magnificent structure erected in 1895 at a cost of $ 5,000,000, is in Market St., between 18th and 20th Sts. The train-shed is 700 ft. long and 600 ft. wide, containing 32 tracks. The main waiting hall, with its fine waggon-vault, is very elaborately decorated (best viewed from the galleries). Hacks (p. 390) and hotel-omnibuses (50 c.) are in waiting. — There are also smaller stations for suburban traffic at the foot of Washington Ave., at the end of the St. Louis or Eads Bridge (Pl. H, 2), and at the cor. of 4th St. and Chouteau Ave. (Pl. H, 3). — The *Steamboat Landings* (Pl. H, 2) are near the Eads Bridge.

Hotels. Jefferson (Pl. k; G, 2), with 1500 beds, cor. of 12th & Locust Sts., R. from $ 2½; St. Nicholas (Pl. i; G, 2), cor. of 8th and Locust Sts., R. from $ 2, well spoken of; Southern (Pl. a; H, 2), a huge caravanserai bounded by Walnut Elm, 4th Sts., and Broadway, $ 3-4½, R. from $ 1½; Planters (Pl. b; H 2), 4th St., between Chestnut & Pine Sts., R. from $ 2; Washington (Pl. m; C, 1), King's Highway, cor. of Washington Boul., R. from $ 2; Hamilton, cor. of Hamilton & Maple Aves. (beyond Pl. A, 1), R. from $ 2; Monticello (Pl. n; C, 1, 2), King's Highway, cor. of W. Pine Boul., R. from $ 2; Usona (Pl. o; C, 1), King's Highway, cor. of McPherson Ave., from $ 3; Berlin (Pl. q; C, 1), Taylor & Berlin Aves., R. from $ 2; Franklin (Pl. r; D, 1), 4101 Westminster Pl., R. from $ 1½, these six all near Forest Park and some way from the centre of the city; Terminal (Pl. s; F, 2) at the Union Station, R. from $ 1½; Lindell (Pl. c; H, 2), cor. Washington Ave. & 6th St., R. from $ 1½; Laclede (Pl. e; H, 2), Chestnut & 6th Sts., R. from $ 1; Moser (Pl. t; G, 2), 815 Pine St., R. from $ 1; Hotel Beers (Pl. d; E, I, 2), pleasantly situated in Olive St., cor. of Grand Ave., from $ 3, R. from $ 1; Grand Avenue (Pl. 1; E, I, 2), nearly opposite the last, a family hotel, from $ 3; Benton (Pl. u; G, 2), 819 Pine St., R. $ 1½-2½ (men only). New St. James (Pl. v; H, 2), Broadway, cor. of Walnut St., $ 2-3½, R. from $ 1; Pontiac (Pl. p; F, 2), Market & 19th Sts., R. from $ 1; Merchants (Pl. w; G, 2), 12th & Olive Sts., R. from $ 1; Hôtel Garni, Olive St., cor. of Jefferson Ave. (Pl. F, 2), R. from 75 c.; West End (Pl. h; D, 1), Vandeventer Ave., from $ 3, R. from $ 1½; Normandie (Pl. x; E, 1), Franklin Ave., cor. Theresa Ave., $ 2½-4; Hôtel Rosier (Pl. y; G, 2), cor. of 13th and Olive Sts., R. from $ 1.

Restaurants. *Faust*, cor. Elm St. and Broadway; restaurants at the *Southern* and most of the other hotels; *Lippe*, Chemical Building, Olive & 8th Sts; *McTague*, Century Building, Olive & 9th Sts.; *Caesar*, 210 N. 6th St.; *American Café*, Olive & 6th Sts.; *San Antonio*, Market & 7th Sts.; *Speck's Vienna Café*, 414 Market St.; *White*, 313 Pine St. and 918 Olive St.; *Luncheon Rooms* of the *Delicatessen Co.*, 124 & 718 Olive St., 116 N. 4th St., 716 N. Broadway, & 1902 Locust St., and of the *Stilwell Catering Co.*, 921, 1013, 1214, & 2624 Olive St., 219 Locust St., & 517 Chestnut St; *Broadway Café*, 203 N. Broadway; restaurants at the large Dry Goods Stores.

Tramways (electric) traverse the city in all directions and extend to many suburban points (fare within the city-limits 5 c., beyond, 5 c. more).

In running E. and W. it is easy for the passenger to recognize his whereabouts by the numbers on the houses; thus, 916 Olive St. must be between 9th and 10th Sts. The St. Louis tram-cars are excellent, and some of them can be used either closed or open. — **Carriages.** With one horse, for 1 M. 25 c. for each pers., each addit. mile 25 c. for 1-2 pers.; per hr. (1-2 pers.) 75 c., outside the 3 M. radius $ 1. With two horses, 50 c. each for 1st mile, 25 c. each for each addit. mile, per hr. $ 1½, each addit. hr. $ 1. Each package carried outside 10 c. Waiting (one stop of 5 min. free) 10 c. per 10 min., 75 c. per hour. — **Ferries** to *East St. Louis* from foot of Market St., Carr St., and Spruce St. — **Steamers** ply to points on the Mississippi, Missouri, Ohio, Illinois, Tennessee, etc.

Theatres. *Olympic* (Pl. H, 2), Broadway; *Century* (Pl. G, 2), Olive St.; *Crawford* (Pl. G, 2), Locust St., cor. of 14th St.; *Havlin's* (Pl. G, 2). *Standard* (Pl. G, 2); Walnut St.; *Imperial* (Pl. G, 2), cor. of Pine and 10th Sts.; *Columbia* (Pl. H, 2), cor. of St. Charles and 6th Sts.; *Grand Opera* (Pl. H, 2), Market St. (continuous vaudeville performances). — The *Odeon* (Pl. E, 1), Grand Ave., is a large and fine hall used for concerts, dramatic performances, etc. (German performances twice weekly). — The following are Summer Theatres: *Uhrig's Cave* (Pl. F, 2), Washington Ave., cor. of Jefferson Ave.; *The Suburban*, at the terminus of the St. Louis & Suburban Railway, Forest Park Highlands (Pl. B, 2, 3); *Koerner's Gardens*, 4900 Arsenal St.; *Delmar Garden*, Delmar Boul. (beyond Pl. B, 1); *West End Heights*, near the S.W. corner of Forest Park. — Theatre-tickets may be bought in advance at *Bellman's*, 1120 Olive St.

Clubs. *St. Louis*, 3633 Lindell Boul.; *University*, 607 N. Grand Ave.; *Union*, cor. of Jefferson & Lafayette Aves.; *Columbian*, 3919 Lindell Ave., Hebrew; *Noonday*, 319 N. 4th St.; *Mercantile*, Locust & 7th Sts., these two 'down town' lunching clubs; *Liederkranz*, Chouteau Ave. & 13th St., German; *Women's Club*, next door to the University Club; *Missouri Athletic Club*, cor. of 4th St. & Washington Ave., with fine baths and gymnasium; *Country Club*, to the W. of the city.

Newspapers. *Globe-Democrat* (Repub.), a widely known sheet; *Republic* (Dem.); *Post-Despatch* (Independent Dem.; evening); *Star* (Repub.; ev'g.) *Chronicle* (Dem.; ev'g.); *Westliche Post* (Indep.; Ger.; m'g.).

Post Office (Pl. G, 2), Olive St., open 7-11 (Sun. 9-12).

British Vice-Consul, *Mr. Western Bascome*, 725 Century Building.

St. Louis (4–500 ft. above the sea), the largest city of Missouri and the fourth of the United States, lies on the W. bank of the *Mississippi*, about 20 M. below the mouth of the *Missouri*. It has a frontage of nearly 20 M. on the river and rises from it in three terraces, the third of which is about 200 ft. above the river-level. The city is regularly laid out, on the Philadelphia plan, Market St., running E. and W., being the dividing line between N. and S. The streets running N. and S. are numbered, though many of them are also known by names. *Broadway* or *Fifth Street* is the chief shopping thoroughfare, while other important business streets are *Fourth St.* (banks), *Olive St.* (retail trade), *Washington Ave.* (wholesale trade), *Third St.* (printing-offices), and *1st* (or *Main*) and *2nd Streets* (along the river; commission houses). The city is also divided into a N. and a S. section by the valley of *Mill Creek* (now filled in), which is spanned by seven bridges. The city has recently extended greatly to the W., and commerce is steadily encroaching on the residential quarters. The population of St. Louis in 1900 was 575,238, including about 100,000 Germans and 35,000 negroes.

History. The fur-trading station of *St. Louis* or *Pain Court* was established by the French in 1764, and it still bears traces of its French origin

in the names of some of its streets and leading families. Louis XV. had just ceded the territory to the E. of the Mississippi to England, while at the same time he had made a secret treaty, transferring the W. bank to Spain. It was not till 1770, however, that Spanish authority was established at St. Louis. In 1804 St. Louis, the population of which was still below 1000, passed to the United States, with the rest of the territory then known as Louisiana. This was the signal for immigration from the States, and the English-speaking inhabitants soon outnumbered the French. St. Louis was incorporated in 1809 and by 1831 had 6000 inhabitants. In 1840 the population had swollen to 16,469, in 1859 to 185,000, in 1880 to 350,522, and in 1890 to 451,770. On May 27th, 1896, St. Louis was visited by a terrific tornado, which destroyed 300 lives and property to the value of $ 10,000,000. The floods of 1903 raised the river 38 ft., broke the levee, and did great damage in E. St. Louis (p. 377). In 1904 St. Louis was the scene of the *Louisiana Exposition*, held to commemorate the centenary of the purchase of Louisiana from France (see above). — In the first week of October St. Louis is the scene of a popular *Fair*, which attracts many visitors. During the so-called Fall Festivities one night is devoted to the *Procession of the Veiled Prophet*, in the style of the Mardi Gras at New Orleans (p. 464). The ball in honour of the Veiled Prophet, held in the Merchants' Exchange (p. 392), is the society event of the year.

Trade and Industry. St. Louis' position in the centre of the great Mississippi Valley gives it an immense trade, among the staples of which are bread-stuffs, packed meats, tobacco, livestock, timber, grain, wool, furs, etc. In manufactures St. Louis ranks fourth among American cities, producing goods in 1900 valued at $ 233,630,000 (46,726,000 *l.*) and employing 82,700 hands. It is the chief tobacco-making city in the world (90 million pounds annually), and also produces immense quantities of beer, flour, boots and shoes, hardware, stoves, railway and tramway cars, wooden wares, bricks, drugs, biscuits ('crackers'), etc. The *Anheuser-Busch Brewery* (Pl. G, 4), cor. of 9th and Pestalozzi Sts., employs 5000 men and produces 1,200,000 barrels of beer annually. Strangers may also be interested by visits to the *Horse & Mule Market* (E. St. Louis; one of the greatest mule markets in the world; comp. p. 396); to the *Simmons Hardware Store* (Broadway and Charles St.; warehouse at Cupples Station); and to the *Cupples Wooden Ware Co.* The last-named is also at *Cupples Station* (Pl. G, 2), a large goods-station at the corner of Spruce & 7th Sts., surrounded by a group of huge buildings constructed to facilitate direct shipment from the warehouses to the trains. Cupples Station now belongs to the University. The *Meyer Brothers Drug Co.* (4th St. & Clark Ave.; drugs and perfumes) is also interesting.

Eugene Field (1850-95), the poet and journalist, was born in St. Louis, probably in a house at the corner of 4th & Cerre St. (Pl. H, 3).

The **Court House** (Pl. H, 2), in Broadway, between Market and Chestnut Sts., is a large and substantial building in the form of a Greek cross. It is surmounted by a dome (175 ft. high), the gallery of which commands an excellent view of the city and river (open till 4 p.m.). The building contains some frescoes by *Wimar* (see p. 393). A little to the E., in 3rd St., cor. of Chestnut St., is the **Merchants' Exchange** (Pl. H, 2), the main hall of which, with a painted ceiling, is 220 ft. long (business-hours 10-1.15 p.m.; gallery open to visitors). The grand ball of the Veiled Prophet (see above) is held here. — The *Cotton Exchange* (Pl. H, 2) is at the corner of Main and Walnut Sts.

By following Market St. to the W. from the Court House we soon reach the square named *Washington Park*, with the **City Hall** (Pl. G, 2). A little to the S., in the square enclosed by Clark Ave.

and Spruce, 11th, and 12th Sts., are the so-called **Four Courts** (Pl. H, 2), built on the model of the Louvre, with a large semicircular gaol at the back. — A little to the N. of the City Hall runs the busy OLIVE STREET (Pl. E-H, 2), which we may follow to the left to the **Coliseum** (Pl. G, 2), a building with 15,000 seats, used for exhibitions, concerts, and conventions; or to the right (E.) to Broadway, passing the **Post Office** (Pl. G, 2) on the left. Among the numerous substantial business-buildings in this part of Olive St. are the *Star* (N.W. cor. of 12th St.), *Century* (9th St.; N.W. cor.), *Frisco* (9th St.; S.W.), *Chemical* (8th St.; N.E.), *Missouri Trust* (7th St.; N.W.; view from the roof, adm. 25 c.), *Commercial* (6th St.; S.E.), *Laclede* (4th St.; S.W.), *Commonwealth Trust* (Broadway; N.E.), and *National Bank of Commerce* (Broadway; S.E.). In BROADWAY (Pl. G, H, 2-4), at the corner of Locust St., is the *Mercantile Library* (Pl. H, 2), which contains 130,000 vols., statues by Miss Hosmer, etc.

Other important buildings in this business-section of the city are the *Security Building* (at the S.W. cor. of 4th & Locust Sts.); the *Mercantile Trust Co.*, by Isaac Taylor, at the N.E. cor. of 8th & Locust Sts. (with vaults closed by a circular steel door of marvellous mechanism weighing 4½ tons); the **St. Louis Union Trust Co.*, by J. L. Mauran, at the N.W. corner of 4th & Locust Sts.; the *Mercantile Club* (Pl. H, 2), S.E. cor. of 7th & Locust Sts.; the *Public Library* (Pl. G, 2; 175,000 vols.), Locust St., cor. of 9th St.; the *Lincoln Trust* and *Wainwright Buildings*, cor. of 7th & Chestnut Sts.; and the *Missouri Pacific Building*, N.W. cor. of Market & 7th Sts.

A street-car on Washington Ave. or Olive St. will bring us near the present temporary buildings of ***Washington University** (Pl. F, 2), situated at the corner of Beaumont (27th) and Locust Sts.

This university is notable for the width of its charter, which includes an ordinary undergraduate department, schools of engineering, fine arts, law, medicine, dentistry, and botany, a manual training school, and schools for boys and girls. It is attended by about 1200 University students and 1000 others.

The new buildings of Washington University, to the W. of Forest Park (beyond Pl. A, 1), which will be used for academic purposes on the expiration of their temporary occupation by the officials of the Louisiana Exposition, are certainly among the most successful and appropriate groups of collegiate buildings in the New World. They were designed by *Messrs. Cope & Stewardson* in a Tudor-Gothic style and enclose several quadrangles. The material is red Missouri granite. Among the buildings already completed are *University Hall*, the *Chemical & Physical Laboratories*, the *Architectural* and *Engineering Buildings*, the *Library* (with a fine reading-room), various *Dormitories*, and the *Gymnasium* (at the extreme W. end of the university grounds, 140 acres in extent). Among the chief donors, whose generosity made possible this expansion of the university, are Mr. Samuel Cupples, Mr. Robt. S. Brookings, Mr. Adolphus Busch, and Mrs. J. E. Liggett.

At the corner of Locust and 19th Sts. is the handsome **Museum of Fine Arts** (Pl. F, 2; open 9.30-6; adm. 25 c.; free on Frid. & Sat. and on Sun. afternoon; closed on Mon. & Sun. forenoons).

The contents include large collections of *Casts* (incl. the Ægina Marbles) and *Electrotype Reproductions* and well-chosen selections of *Pottery*, *Glass*, *Ivory Carvings*, *Lace*, *Wood* and *Metal Work*, etc. Among the pictures are several by *Carl Wimar* (1829-63), a St. Louis artist who painted characteristic Western scenes from nature. — The building is also the seat of the Art School of the university (see above).

Opposite the Museum stands the *Medical Department of Washington University* (Pl. F, G, 2).

The **Parks** of St. Louis are among the finest in the United States, and their area (2300 acres) is exceeded by those of Philadelphia alone. All those named below are easily reached by tramway.

Forest Park (Pl. A, B, 2), on the W. side of the city, 4½ M. from the Court House, is the largest park in St. Louis (1370 acres). It has fine trees and drives, but a great many of the former were cut down for the Louisiana Exposition (1904), which occupied half the area of the park. The muddy *Des Pères River* meanders through Forest Park, and it also contains several lakes. — Among the streets leading to, and adjoining, Forest Park are several of the so-called '**Places**', which rank among the finest residential streets in the world. These consist of wide avenues, generally enclosed by ornamental gateways at each end, and containing tasteful and well-to-do-looking houses (often in an Italian style), each standing in its own grounds. *Westmoreland Place*, *Portland Place* (Pl. B, 1), and *Vanderventer Place* (Pl. D, E. 1) are characteristic specimens. — ***Tower Grove Park** (Pl. C, D, 4), a long narrow oblong (266 acres) in the S.W. part of the city, is beautifully laid out and contains three fine bronze statues (Columbus, *Humboldt, and Shakspeare), by Ferd. von Miller of Munich. Tower Grove Park is adjoined by **Shaw's** or the **Missouri Botanical Garden** (Pl. C, 3, 4), the finest garden of the kind in the United States, which was bequeathed to the city by *Mr. Henry Shaw* (b. at Sheffield, Eng., in 1800; d. 1889), the founder of the botanical school in Washington University and also the donor of Tower Grove Park (see above). The garden (75 acres in extent), which is open to the public on week-days, is excellently equipped for the purposes of the student and is also a delightful resort for the layman. At one end of the garden is *Mr. Shaw's House*, near which is a mausoleum containing his remains. — A little to the E. is *Reservoir Park* (Pl. E, 3), Compton Heights. — The small **Lafayette Park** (Pl. F, 3), suffered greatly from the tornado (p. 391). It contains a bronze replica of Houdon's *Washington* (p. 409) and a statue of *Senator Benton*. — Other parks are *Carondelet Park* (183 acres), in the S., and *O'Fallon Park* (158 acres) in the N. part of the city. Adjoining the latter are the extensive *Bellefontaine Cemetery* (350 acres) and *Calvary Cemetery* (415 acres). — The **Fair Grounds**, 140 acres in extent, contain an amphitheatre, a racecourse, etc. On the 'Big Thursday' of Fair Week (p. 391) they are visited by large crowds.

The great ***St. Louis** or **Eads Bridge** (Pl. H, 2), across the Mississippi, is deservedly one of the lions of the city. The visitor may cross it on foot (toll 5 c.) for the sake of the views up and down stream, and return by ferry (5 c.) for the view of the majestic arches of the bridge itself; but part of this walk is not very pleasant.

The bridge, which was designed by *Capt James B. Eads* (p. 407), was constructed in 1869-74 at a cost of $ 10,000,000 (2,000,000*l.*). It consists of three steel spans (centre 520 ft., others 502 ft. each) resting on massive limestone piers. The total length is 2070 yds. The bridge is built in two stories, the lower for the railway, the upper for the roadway and foot-passengers. Trains enter the lower track by a *Tunnel*, 1630 yds. long, beginning near the corner of 12th and Cerre Sts. The highest part of the arches is 55 ft. above the water.

The **Merchants' Bridge**, 3 M. farther up the river, is a steel truss bridge, and was built in 1889-90, at a cost of $ 3,000,000. It is used by railways only. It has three spans, each 500 ft. long and 70 ft. high.

The **St. Louis Water Works** are at *Chain of Rocks*, to the N. of the Merchants' Bridge, and there are water-towers (fine views) in Grand Ave. and Reservoir Park (see above).

Among other buildings of importance in St. Louis are the

St. Louis University (Pl. E, 2), a Roman Catholic institution in Grand Ave., with 200-300 students; the college-church of *St. Xavier's* (Pl. E, 2), with a fine interior; the *Roman Catholic Cathedral* (Pl. H, 2), in Walnut St.; *Christ Church Cathedral* (Epis.; Pl. G, 2), Locust St., cor. of 13th St., the *Church of the Redemptorists* (Pl. E, 1), Grand Ave.; the *Holy Trinity Catholic Church* (German), cor. of Mallinckrodt & 14th Sts. (beyond Pl. G, 1), a large and prominent building with two spires; the *Grand Avenue Presbyterian Church* (Pl. E, 1); the *First Presbyterian Church* (Pl. D, 1), Washington Boul., cor. of Sarah St.; the *Second Presbyterian Church*, cor. of Taylor Ave. & Westminster Place (Pl. C, 1), with fine stained-glass windows; the *Pilgrim Congregational Church* (Pl. F, 2), Washington Ave., cor. Ewing Ave.; the *Church of the Messiah* (Pl. E, 2), at the corner of Locust St. and Garrison Ave., by Peabody and Stearns; the *Jewish Temple* (Pl. D, 2), Lindell Boulevard, cor. of Vandeventer Ave.; the *Temple Israel* (Pl. F, 2), Pine St., cor. Ewing Ave.; the *University Club*, a fine building at the N.W. corner of Grand and Washington Avenues (Pl. E, 1); the handsome *St. Louis Club*, Lindell Boulevard, just to the W. of Grand Ave. (Pl. D, 2); the *City Insane Asylum;* and the *U. S. Arsenal*.

Among the favourite pleasure-resorts near St. Louis are *Montesano* (reached by boat and railway); *Jefferson Barracks*, 12 M. to the S., a military post of the first class, reached by boat, railway, and tramway (grand parade on Sun., at noon); *Crystal City* (see p. 406); *Creve Coeur Lake*, 20 M. to the N.W. (railway); *Piasa Bluffs* (boat and rail); and *Meramec Highlands* (Highlands Inn), reached by rail and tramway. Near the last is *Brownhurst*, the estate of Mr. D. S. Brown, containing a splendid collection of orchids (shown to visitors).

From St. Louis to Cairo, 150 M., *Illinois Central Railway* in 5-6 hrs. — *Cairo*, see p. 402.

From St. Louis to *New Orleans* by railway, see R. 63; to *St. Paul*, see R. 65; to *Chicago*, see R. 55; to *New York*, see R. 59; to *Louisville*, see R. 61; to *Denver*, see R. 90; to *Texarkana*, see R. 91.

61. From St. Louis to Louisville.

274 M. Southern Railway in 9½ 10 hrs. (fare $8, sleeper $2½).

St. Louis, see p. 389. The train crosses the *Eads Bridge* (p. 393) and runs nearly due E. through *Illinois*. 15 M. *Belleville;* 64 M. *Centralia* (500 ft.; 6724 inhab.), the junction of several railways; 86 M. *Mt. Vernon* (405 ft.; Rail. Restaurant); 150 M. *Mt. Carmel*. We now enter *Indiana*. From (161 M.) *Princeton* and (175 M.) *Oakland* railways run to *Evansville* (see below). — 199 M. *Huntingbury* (495 ft.; Rail. Restaurant; 2527 inhab.) is the junction of branch-lines to (47 M.) *Evansville*, etc.

Evansville (380 ft.; *St. George*, from $3; *Acme*), a busy city of Indiana, with 59,000 inhab., lies on the *Ohio* and carries on an extensive trade in coal, timber, grain, pork, flour, and tobacco.

From (240 M.) *Milltown* we may visit (8½ M.) the *Wyandotte Cave* (p. 395).

The ***Wyandotte Cave**, second in size to the Mammoth Cave only, is its superior in the number and beauty of its stalactites and stalagmites. There is a small *Hotel* ($ 1½) at the mouth of the cave, and three regular routes are laid out through the latter (as at the Mammoth Cave), one 10-12 M. long (fee $ 1; all three routes $ 2). The cave may also be reached from (11 M.) *Corydon* (see below) or from (5 M.) *Leavenworth*, on the Ohio.

From (250 M.) *Corydon Junction* a short line runs to *Corydon* (see above). 267 M. *New Albany* (20,628 inhab.). — The train now threads a tunnel, crosses a long bridge over the *Ohio*, and reaches (274 M.) *Louisville*.

Louisville. — **Railway Stations.** *Union Depot*, on the river, between 7th and 8th Sts., for the Baltimore, Ohio, & South-Western, the Southern, the C. C. C. & St. L., and other railways; *Union Station*, 10th St., cor. Broadway (a handsome building), for the Louisville and Nashville, and other lines.

Hotels. Galt House, Main St., cor. 1st St., R. from $ 1½; Louisville Hotel, Main St., between 6th and 7th Sts., $ 3-5. R. from $ 1½; Seelbach's, R. from $ 2; Seelbach Annex (for men), R. from $ 1; Willard's, Fifth Avenue, from $ 2. — **Vatel's Restaurant.*

Electric Tramways traverse all the principal streets and run to the suburbs (5 c.). Three interurban electric lines ply to *Pewee Valley*, *Jefferson Town* (Ky.), and *New Albany* (Ind.). — **Cabs** from the stations or wharf into the town 25-50 c. each person; per hr. $ 1½, each addit. hr. $ 1. — **Ferries** ply to *Jeffersonville*. — **Steamers** run to Cincinnati, Evansville, and other places on the *Ohio* and *Mississippi*.

Theatres. *Macauley's*, Walnut St.; *Masonic*, Chestnut St.; *Hopkins* (vaudeville), Market St.; *Avenue*, Fourth Ave.; *Buckingham* (burlesques), Jefferson St. — *Pendennis Club*, Walnut St., near 4th Ave. (introduction necessary).

Post Office, cor. of 4th Ave. and Chestnut St. (7-6; Sun. 9-10 a.m.).

Louisville (450 ft.; the 'Falls City'), the largest city of Kentucky and the entrepot of the lower *Ohio*, which here descends 26 ft. within 2 M., lies on a level plain and extends for 6 M. along the river. Pop. (1900) 204,731.

Louisville was founded by Col. George Rogers Clark in 1778 and named in honour of Louis XVI. of France. It received its city charter in 1828, when its population was about 10,000. In 1850 it contained 43,194 inhab., in 1870 it had 100,753, and in 1890 it had 161,129. In March, 1890, Louisville was visited by a terrific tornado, which swept through the heart of the city with a width of 600-800 ft., levelling almost everything that stood in its way, destroying property to the value of $3,000,000, and killing 76 persons. — *Audubon* (1780-1851), the naturalist, was a resident of Louisville for some years. — The 'Kentucky Derby' is held here in May.

Since the Civil War Louisville has rapidly grown in importance as one of the chief gateways to the S.W. Its trade, both by river and rail, is very large; and the value of its manufactures in 1900 was $ 78,746,390 (15,749,278*l.*). It is the largest leaf tobacco market in the world, the sales amounting annually to 130,000 hogsheads, valued at about $ 11,000,000, and is second in importance for manufactured tobacco. Its sales of Kentucky whiskey are also very extensive, and the mule-market rivals that of St. Louis (p. 391). Other important industries are pork packing, brewing, and the making of iron, farm waggons, ploughs, cement, leather, flour, blue jeans, and cast-iron gas and water pipes. — Natural gas (p. 296) is largely used here.

The *Falls of the Ohio*, adjoining the Kentucky & Indiana Bridge (see p. 396), are rapids rather than falls and are scarcely visible when the river is full. Vessels are enabled to avoid them by a canal 2½ M. long.

Louisville contains comparatively little to interest a stranger. Perhaps the most prominent building is the Custom House, in

Chestnut St., between 3rd and 4th Sts. The *Court House* is in Jefferson St., between 5th and 6th Sts., and is adjoined by the *City Hall*, with its square clock-tower. — The *Louisville Public Library* (shortly to be merged in the Carnegie Free Library), in 4th Ave., contains 63,000 vols., an art-gallery, and a small museum, including the *Troost Collection of Minerals. The *Farmers' Tobacco Warehouse*, in Main St., the centre of the tobacco trade, has a storage capacity of nearly 7000 hogsheads and sells about 30 million pounds of leaf tobacco yearly. Public auctions of tobacco take place here almost daily. — The *University of Louisville*, cor. of 9th and Chestnut Sts., is a handsome building. — The *Columbia Building*, cor. of 4th and Main Sts., is 13 stories high.

No stranger in Louisville should omit to visit *Cave Hill Cemetery, which lies on the E. margin of the city (tramway) and is very prettily laid out. The high grounds in it command good views. The large building with a dome seen to the N.E. is the *State Blind Asylum*, containing the *American Printing House for the Blind*. A little nearer is the *Workhouse*. Among the monuments in the cemetery is one to the family of *George Keats*, the younger brother of the poet, who emigrated to the United States in 1818 and died at Louisville in 1842. — Fourth Avenue (tramway), with many pleasant residences, leads S., passing the pretty little *Central Park*, to the *Racecourse*. Louisville possesses three fine parks: *Iroquois Park*, *Cherokee Park*, and *Shawnee Park*, to the S., E., and W. of the city.

The *Louisville Bridge*, 1 M. long, crossing to the W. end of *Jeffersonville*, was built in 1868-72 and has 27 iron spans supported by limestone piers. The *Kentucky and Indiana Bridge*, leading to *New Albany* (p. 395), is ½ M. long (1886). A third bridge, also leading to Jeffersonville, was constructed in 1892.

Zachary Taylor (1784-1850) is buried near his old home, 5 M. to the E. of Louisville (monument).

From Louisville to the *Mammoth Cave*, *Nashville*, and *New Orleans*, see R. 62b; to *Memphis* and *New Orleans*, see R. 62c; to *Cincinnati*, see R. 62b. — A visit to the *Wyandotte Cave* (p. 395) is easily made from Louisville by rail or steamer.

From Louisville to Lexington, 87 M., *Southern R. R.* in 3½ hrs. (also in about the same time by the L. & N. or C. & O. R. R.). The Lexington branch diverges at (63½ M.) *Lawrenceburg* from the main line to Chattanooga. — 87 M. *Lexington*, in the 'Blue Grass Country', see p. 397.

62. From Cincinnati to New Orleans.

a. Viâ Chattanooga (*'Queen & Crescent Route'*).

830 M. Railway in 24-25 hrs. (fare $ 24; sleeper $ 5). *Cincinnati*, *New Orleans*, *& Texas Pacific Railway* to (338 M.) *Chattanooga*; *Alabama Great Southern R. R.* thence to (634 M.) *Meridian*; *New Orleans & North Eastern R. R.* thence to (830 M.) *New Orleans*. This line traverses the famous *Blue Grass Region* of Kentucky.

Cincinnati (Central Union Station), see p. 384. The train crosses the *Ohio* to (3 M.) *Ludlow* (to the right, the pleasure-grounds known

as the *Lagoon*, p. 384) and runs through *Kentucky*. The country traversed is pleasant, but few of the stations are important. 24 M. *Walton* (925 ft.); 52 M. *Hinton* (948 ft.); 70 M. *Georgetown* (875 ft.).

82 M. **Lexington** (965 ft.; *Phoenix*, $2½-4; *Leland*, $2-2½, R. from $1), a thriving little town with 26,369 inhab., is the metropolis of the famous *Blue Grass Country* (see below) and one of the most important horse and cattle markets in the United States. It received its name from having been founded in the year of the battle of Lexington (p. 149). The city is well built and contains many pleasant residences. It is the site of the *University of Kentucky* (1160 students, including the commercial college) and the *State Agricultural & Mechanical College* (600 students), and has large distilleries of 'Bourbon' whiskey. *Henry Clay* (1777-1852) is commemorated by a monument. The trotting-races held here are largely frequented; the famous track of the Kentucky Horse Breeders' Association is opposite the rail. station.

Lexington may also be reached from Cincinnati by the *Louisville & Nashville R. R.* (99 M.), which also passes through part of the Blue Grass Region (see below). From Lexington to *Washington*, see pp. 383, 382; to *Louisville*, see p. 396.

The **Blue Grass Region**, which occupies about 10,000 sq. M. in N. Kentucky, is an undulating and fertile plateau surrounded by hills. The soil is very rich, and agriculture, especially the raising of tobacco and hemp, is carried on with great success. Its characteristic feature, however, consists of the celebrated pastures of 'Blue Grass' (*Poa pratensis*), which support the horses and other livestock for which Kentucky is famous. Stock farms abound throughout the whole district, especially in the neighbourhood of Lexington. The American trotting horse was here brought to its present high state of excellence, the blood horses of Kentucky exhibiting a remarkable combination of speed and endurance. Among the most famous stock farms near Lexington is *Ashland* (1½ M.), formerly the home of Henry Clay and now the property of his granddaughter, Mrs. H. C. McDowell. 'Mambrino Chief' and 'Dictator', two of the most famous sires of the American stud-book, were Ashland horses. *Woodburn*, 15 M. from Lexington, was the home of the famous thorough-bred 'Lexington' and the birthplace of 'Maud S.' who trotted a mile in 2 min. 8¾ sec. 'Nancy Hanks', who trotted a mile in 2.4, was bred by Mr. Hart Boswell at *Poplar Hill*, 7 M. to the N. of Lexington. The home of Mr. J. B. Haggin, 4 M. from Lexington, is the handsomest residence in the State and cost $100,000; it is surrounded by 4000 acres constituting the largest and finest stock-farm in the world. *Paris*, on the Ken. Central R. R., 19 M. to the N.E. of Lexington, is another centre of racing stock; and there are also important stud-farms near *Cynthiana*, 13 M. farther to the N.

At (103 M.) *High Bridge* (765 ft.) the train crosses the *Kentucky River* by a fine *Cantilever Bridge, 280 ft. high, with three spans of 375 ft. each (view). A cave in the cliff near the bridge is said to have been occupied by Daniel Boone, the famous pioneer. — At (109 M.) *Burgin* we are joined by the line from Louisville (p. 395). 116½ M. *Danville* (955 ft.), with the Presbyterian *Centre College*; 121 M. *Junction City* (988 ft.). At (139 M.) *King's Mountain* (1170 ft.) we pass through a tunnel 1300 yds. long. 161 M. *Somerset* (880 ft.). At (168 M.) *Burnside* we cross the *Cumberland River* (view). The line here runs high up on the cliffs. 181 M. *Beaver Gap* is the station

for the (1 M.) *Natural Bridge* of Kentucky, which is 30 ft. high and has a span of 60 ft. From (182 M.) *Cumberland Falls Station* (1250 ft.) coaches run to (12 M.) **Cumberland Falls*, 60 ft. high. Beyond (197 M.) *Pine Knot* (1425 ft.) we enter *Tennessee* (the 'Volunteer State'), where the line traverses the picturesque district of the foothills of the *Cumberland Mts.*, among which are numerous pleasant summer-resorts. Beyond (210 M.) *Oneida* we reach the highest point on the line (1520 ft.). 224 M. *Rugby Road* (1390 ft.) is the station for *Rugby* (7 M. to the W.; 1400 ft.), founded in 1880 by Tom Hughes (author of 'Tom Brown's School-Days') and partly colonized by Englishmen. 232 M. *Sunbright* (1350 ft.), on the *Cumberland Plateau;* 251 M. *Oakdale* (Babahatchie Inn), on the *Emory River*, along which the train descends. — 258 M. *Harriman* (Cumberland, $2), an iron-making place, is 15 M. from *Alum Springs*, a favourite resort amid the Cumberland Mts. It is the junction of the Southern Railway line to Knoxville and Asheville (comp. p. 424). — 283 M. *Spring City;* 300 M. *Dayton* (715 ft.). Between *Hirson* and (334 M.) *Boyce* (695 ft.) we cross the *Tennessee River*. The battlefield of Missionary Ridge (p. 425) is seen to the left.

338 M. **Chattanooga** (675 ft.), and thence to —

830 M. **New Orleans**, see R. 67b.

b. Viâ Louisville and Nashville.

925 M. Louisville & Nashville Railroad in 22 30 hrs. (fare $21; sleeper $5; free reclining chair car).

Cincinnati, see p. 384. The train crosses the *Ohio* to (2 M.) *Newport* (p. 387) and runs to the S.W. through *Kentucky*. At (21 M.) *Walton* we cross the route above described. 83 M. *Lagrange* is the junction of lines to (16 M.) *Lexington* (p. 397), etc. 98 M. *Anchorage*.

114 M. **Louisville**, see p. 395. The train now runs towards the S. — From (136 M.) *Bardstown Junction* a line runs to (37 M.) *Springfield* (Ky.), and from (143 M.) *Lebanon Junction* another runs to *Lebanon* and *Knoxville* (p. 424). At (19 M.) *Gethsemane*, on the latter line, is the only Trappist monastery in the United States. — From (204 M.) *Glasgow Junction* a short line diverges to *Mammoth Cave* (see below).

From Glasgow Junction to Mammoth Cave, 9 M., railway in ¾ hr. At present there are three trains daily, at 7.45 a.m., 11.35 a.m., and 5.35 p.m. (returning at 9, 3, and 6.15 p.m.). — At the end of the railway, on the *Green River*, at a height of 900 ft. above the sea, stands the *Mammoth Cave Hotel* ($2-3), 250 yards from the cave. Guides, etc., are procured at the hotel. About 5000 tourists visit the cave yearly.

The ***Mammoth Cave of Kentucky**, accidentally discovered by a hunter in 1809, is the largest cave known, extending below the earth for 9-10 M., while the various avenues already explored have a total length of about 175 M. The carboniferous limestone of Kentucky, in which the cave occurs, occupies an area of 800 sq. M., and Prof. Shaler estimates that there are at least 100,000 miles of open caverns beneath it. The interior contains a vast series of halls, domes, grottoes, caverns, cloisters, lakes, rivers, and the like, to which more or less appropriate

names have been given. There are comparatively few stalactites or stalagmites, but some of those found here are of great size. Two regular routes have been established, over which guides conduct visitors at stated times, but those who wish to make a more leisurely exploration can make special arrangements. The *Long* or *River Route* (ca. 20 M.; fee $ 3) includes the Rotunda, the Main Cave, the Bottomless Pit, Fat Man's Misery, River Hall, Dead Sea, Echo River, and about 6 M. beyond, with return by the Corkscrew. The *Short* or *Pits and Domes Route* (8 M.; $ 2) takes in the Rotunda, Main Cave, Olive's Bower, Gothic Avenue, Giant's Coffin, Star Chamber, Harrison Hall, Gorin's Dome, and the Labyrinth. The pure air and even temperature (52-56° Fahr.) make these excursions much less fatiguing than they would be above ground. Visitors often accomplish the Short Route on the evening of their arrival (7-11 p.m.) and the Long Route on the following day (9 a.m.-6 p.m.). Luncheon is carried in from the hotel. Special fees ($ 1 each) are charged for visits to the Mammoth Dome and Chief City (540 ft. long, 200 ft. wide, and 120 ft. high). The fees include the fireworks necessary to illuminate the domes and chasms. The curiosities of the cave include eyeless fish (*Amblyopsis spelaeus*) and craw-fish. It contains large deposits of nitrous earth, from which saltpetre was made in 1811-15. A good account of the Mammoth Cave, by *H. C. Hovey* and *R. E. Call*, is sold at the hotel (50 c.). — A visit may also be paid to the *White Cave* ($ 1), with fine stalactites.

228 M. *Bowling Green* (Rail. Restaurant; 8226 inhab.). At (232 M.) *Memphis Junction* the line forks, one branch running to the S.W. (right) to *Memphis* (p. 401), while the other holds on nearly due S. Near (254 M.) *Mitchellville* we enter *Tennessee* (p. 398). 289 M. *Edgefield Junction*, for the line to St. Louis (p. 389).

301 M. **Nashville** (550 ft.; *Maxwell Ho.*, R. from $ 1; *Duncan*, $ 3-5; *Tulane*, from $ 2; *Utopia*), the 'Rock City', the capital of Tennessee, with (1900) 80,865 inhab., occupies a somewhat hilly site on both banks of the *Cumberland River*. It contains extensive manufactories of hard-wood wares, large flourmills, and various other industries (value of products in 1900, $ 18,470,000), and it is, perhaps, the most important educational centre in the South. The most prominent building in the city is the *State Capitol* (with a tower 205 ft. high), conspicuously situated on a hill. In its grounds are a bronze *Equestrian Statue of Andrew Jackson*, by Clark Mills, and the *Tomb of President Polk* (1795-1849), whose home (*Polk Place*) stood at the corner of Vine and Union Sts. Among the other chief buildings are the *Court House*, the *Blind Asylum*, the *Custom House*, the *Vendome Theatre*, the *Carnegie Library*, and the *City Hall*. At the head of the educational institutions stands the large *Vanderbilt University*, endowed by Cornelius Vanderbilt with $ 1,000,000 and attended by 700 students. In the Campus is a colossal statue of the founder, by Moretti, unveiled in 1897. The academic department of the *University of Nashville* has been converted into the *Peabody Teachers' College* (600 students). The *Fisk University* (500 students), the *Roger Williams University* (250 students), and the *Walden University* (750 students) are the leading seats of learning for coloured persons. Other large schools are *Boscobel College*, *Belmont College*, the *Saint Cecilia Academy*, and the *Ward Seminary*. The *Watkins Institute* contains a good library and the interesting

collections of the *Tennessee Historical Society*. In 1897 the *Tennessee Centennial Exposition* was held in the W. suburbs of Nashville, near *West End Park;* and some of its handsome buildings have been left standing.

Among the places of interest near Nashville are the *Hermitage*, the home of *Gen. Andrew Jackson* (1767-1845), 11 M. to the E. (on the railway to Lebanon, p. 398); *Belle Meade*, a famous stock farm, 6 M. to the S.W., now owned by the heirs of the late Gen. W. H. Jackson (Iroquois, the only American winner of the Derby, was bred here); and the *National Cemetery*, 4½ M. to the N., containing 16,500 graves. — In the *Battle of Nashville*, fought on Dec. 15-16th, 1864, Gen. Hood, at the head of a Confederate army of 40,000 men, was completely defeated by Gen. Thomas. — Lines radiate from Nashville to *St. Louis* (p. 339), *Hickman* (p. 406), *Memphis* (p. 401), *Chattanooga* (p. 425), etc.

The line continues to run towards the S. 347 M. *Columbia*, on the *Duck River*. At (394 M.) *State Line* we enter *Alabama* (p. 420). At (422 M.) *Decatur* (see p. 426) we cross the *Tennessee*. 455 M. *Cullman;* 508 M. *Birmingham*, see p. 426; 541 M. *Calera*.

604 M. *Montgomery*, and thence to (784 M.) *Mobile* and —

925 M. **New Orleans**, see R. 67a.

c. Viâ Louisville and Memphis.

919 M. RAILWAY in 26 27 hrs. (fare $21; sleeper $5). This route follows the *Baltimore & Ohio South-Western Railway* to (130 M.) *Louisville*, and the *Illinois Central Railroad* thence to New Orleans.

Cincinnati (Central Union Station), see p. 384. — The train runs at first towards the W. 5 M. *Cullons*. Beyond (15 M.) *North Bend* we enter *Indiana*. 22 M. *Lawrenceburg;* 26 M. *Aurora;* 52 M. *Osgood;* 59 M. *Holton*. — 73 M. **North Vernon** (*Commercial Ho.*, $2), with 2823 inhab., is a junction of some importance. Our line now bends to the S. — 86 M. *Paris;* 98 M. *Lexington;* 120 M. *Watson;* 127 M. *New Albany* (p. 395). We now cross the *Ohio* and enter *Kentucky*. — 130 M. **Louisville**, see p. 395.

Beyond Louisville the line runs at first towards the S.W. 177 M. *Cecilia;* 202 M. *Leitchfield*. Beyond (248 M.) *Rockport* we cross the *Green River*. 257 M. *Central City;* 310 M. *Princeton;* 324 M. *Kuttawa*. A little farther on we cross the *Cumberland* and soon after the *Tennessee*, which here (15-20 M. above their mouths in the Ohio) approach within 3-4 M. of each other.

357 M. **Paducah** (*Palmer Ho.*, $3), a city of 19,446 inhab., lies on the left bank of the *Ohio*, a little below the influx of the Tennessee. It carries on a brisk trade in tobacco, grain, and pork. — Our line now turns abruptly to the S. (left).

At (403 M.) **Fulton** (*Knight's Hotel*, $2) we reach the line from Chicago to New Orleans described in R. 63. Some of the trains from Cincinnati to New Orleans also follow the route viâ Jackson (comp. p. 403). We now enter *Tennessee*. — Beyond (427 M.) *Obion* we cross the *Obion River;* beyond (447 M.) *Dyersburg* the

two branches of the *Forked Deer River;* and beyond (477 M.) *Henning's* the *Big Hatchee.* 486 M. *Covington;* 513 M. *Woodstock.*

523 M. **Memphis** (700 ft.; **Gayoso*, *Peabody*, $ 2½-4, R. from $ 1½; *Gaston*, $ 3. R. from $ 1; **Luehrman's*, for men, R. from $ 1½; *Cordova*, $ 2½-5; *Clarendon*, *Fransioli*, $ 2-2½), the first city of Tennessee and the most important on the *Mississippi* between St. Louis and New Orleans, is strikingly situated on the *Chickasaw Bluffs*, with a wide levee overlooking the river. It is one of the most progressive cities in the S., and its population has increased from 33,593 in 1880 to 102,320 in 1900. It is of great importance as a distributing point for cotton (8-900,000 bales), groceries, shoes, hardware, lumber, and other commodities. Several railways converge here (comp. pp. 426, 511) and many lines of steamers ply up and down the Mississippi (comp. p. 406). The railway-bridge (1892) is the only bridge across the Mississippi to the S. of St. Louis.

The *Cotton Exchange*, the *Merchants' Exchange*, the *Custom House*, the *Office of the Appeal-Avalanche*, the *St. Agnes Academy*, the buildings of the *Tennessee Club*, the *Chickasaw Club*, the *Athletic Association*, the new *Goodwyn Institute* (to contain a public library and a large auditorium), and the *Cossett Free Library* are among the most conspicuous buildings. The *Levee* presents a busy and animated picture, and interesting visits may be paid to the various *Cotton Compresses* (in which bales of cotton are prepared for transportation by being reduced by hydraulic pressure to one-fourth their original size) and *Cotton-seed Oil Mills*. *Court Square* contains a bust of Gen. Andrew Jackson and innumerable squirrels.

An electric tramway runs from Memphis to (5 M.) the *National Cemetery*, with the graves of 14,000 Union soldiers, and (8 M.) *Raleigh*, a pleasant resort with a large hotel. Memphis also possesses a fine *Race Course*. — Steamers ply viâ the *White River*, *St. Francis River*, and *Arkansas River* to *Fort Smith* in Arkansas.

From Memphis to New Orleans viâ Vicksburg, 456 M., *Yazoo & Mississippi Valley R. R. (Ill. Central System)* in 15¼ hrs. (fare $ 11.85; sleeper $ 2.50). This line forms an alternative route from Memphis to New Orleans. The train starts at the *Calhoun St. Station* and soon after leaving Memphis enters *Mississippi*. 13 M. *Lakeview* (lake to the right). Beyond (45 M.) *Clayton* we pass *Beaver Dam Lake* and *Beaver Dam Bayou*. 56 M. *Lula*, near *Moon Lake*. — 64 M. *Coahoma* is the junction of a loop-line to *Lamont* and *Hampton*, rejoining the main line at (126 M.) *Rolling Fork* (see below). To the left lies *Swan Lake*. — 140 M. *Leland*. We now follow the *Deer River*. — 177 M. *Rolling Fork* (see above); 210 M. *Redwood*, on the *Old River;* 248 M. *National Cemetery*.

220 M. **Vicksburg** (*Carroll*, $ 2½-4; *Piazza*, $ 2-4), picturesquely situated on the Mississippi, amid the *Walnut Hills* (500 ft.), is the largest city in the state and a commercial and industrial place of some importance. Pop. (1900) 14,834. The name of Vicksburg is well known from its prominence in the Civil War when, as the key of the Mississippi, it was strongly fortified and garrisoned by the Confederates. After baffling Farragut and Sherman in 1862 it was finally captured by Grant in 1863 (July 4th), in a campaign which cost him 9000 of his troops (comp. p. xlv, 294). The *National Cemetery* above the city contains 16,600 graves.

Near (241 M.) *Ingleside* we cross the *Big Black River*, and near (250 M.) *Port Gibson* the *Pierre*. From (269 M.) *Harriston* a line runs to *Natchez* (p. 407). Farther on we cross several small rivers. Near (326 M.) *Whit-*

take we enter *Louisiana*. — 366 M. **Baton Rouge** (*Mayer Hotel*, $2), the capital of Louisiana, is a quaint old place with 11,269 inhab., on a bluff above the Mississippi. It contains the *Louisiana State University* and other State institutions. — Beyond Baton Rouge we skirt the Mississippi, with its low banks and levees, sugar-plantations, and picturesque planters' houses. 446 M. *Kenner*.

456 M. **New Orleans**, see p. 461.

Trains also run from Memphis to New Orleans by the so-called 'Frisco System', following the Birmingham line to (96 M.) *Tupelo*, running thence to the S. over the Mobile & Ohio R. R. to (240 M.) *Meridian* (p. 426) and thence by the New Orleans & North-Eastern R. R. to (434 M.) *New Orleans* (p. 461).

After calling in Memphis at the *Poplar St.* and *Calhoun St. Stations*, the through-train from Cincinnati to New Orleans runs towards the S.E. 536 M. *Horn Lake;* 542 M. *Nesbitt;* 574 M. *Sardis;* 603 M. *Oakland*. — At (625 M.) *Grenada* (p. 403) we join the main line from Chicago. Hence to —

919 M. **New Orleans**, see p. 403.

63. From Chicago and St. Louis to New Orleans.

Illinois Central R. R. from *Chicago* to (922 M.) *New Orleans* in 26 hrs. (fare $23; through-sleeper $6); from *St. Louis* to (706 M.) *New Orleans* in 20½-24½ hrs. (fare $18; sleeper $5).

The train from St. Louis runs viâ *Belleville* and *Pinckneyville* and joins the Chicago line (described below) at (95 M.) *Carbondale* (see below).

From Chicago to (81 M.) *Gilman*, see R. 55a. Our line continues to run towards the S. 103 M. *Paxton;* 114 M. *Rantoul* (see p. 376); 128 M. *Champaign* (Rail. Restaurant), junction of a line to Decatur (p. 377); 137 M. *Tolono;* 158 M. *Arcola;* 172 M. *Mattoon;* 199 M. *Effingham;* 214 M. *Edgewood;* 244 M. *Odin;* 252 M. *Centralia* (Rail. Restaurant), one of the chief outlets of a rich fruit-growing country (6721 inhab.); 288 M. *Du Quoin*, the junction of lines to *El Dorado* and St. Louis (p. 389). — At (308 M.) *Carbondale*, a busy little industrial town (3318 inhab.), we are joined by the line from St. Louis (see above). 329 M. *Anna* adjoins *Jonesboro*, a busy market for fruit and cotton. From (356 M.) *Mounds* a branch-line runs to (4 M.) *Mounds City*.

365 M. **Cairo** (*Halliday*, $ 2-5; *Planters*, $ 2), a manufacturing city with 12,566 inhab., lies on a low flat tongue of land at the confluence of the *Mississippi* and *Ohio*. In one of its squares is a heroic bronze figure of 'The Hewer', by *G. G. Barnard*. Cairo is said to be the 'Eden' of 'Martin Chuzzlewit'. — The train crosses the Ohio by a fine bridge and enters *Kentucky*. 392 M. *Clinton*. At (406 M.) *Fulton* (p. 400) we are joined by the line from Cincinnati and Louisville (R. 62c) and enter *Tennessee*. The railway forks here, the right branch running to Memphis, while the left runs viâ Jackson (Tenn.) to Grenada (see p. 403). The through-trains from Chicago, Cincinnati, and St. Louis to New Orleans follow the former route.

Jackson (*Armour*, *New Southern*, $2), with 14,511 inhab., is a considerable cotton-market and carries on various industries. It lies 64 M. to the S. of Fulton, and beyond it the line goes on viâ (47 M.) *Grand Junction* and (25 M.) *Holly Springs* (Rail. Restaurant) to (75 M.) *Grenada*, where it unites with the main line described in this route.

From Fulton our train runs towards the S.W. 424 M. *Moffatt;* 481 M. *Henning;* 510 M. *Millington.*

527 M. **Memphis** (Rail. Restaurant), see p. 401. We stop here first at the Poplar St. and then at the Calhoun St. station. Two routes run hence to New Orleans, one viâ Vicksburg (p. 401), the other viâ Grenada. Our train follows the latter and runs towards the S.E. — 551 M. *Hernando;* 578 M. *Sardis;* 605 M. *Oakland.* — At (628 M.) *Grenada*, on the *Yalobusha River*, we rejoin the route we left at Fulton (see p. 402). 681 M. *Durant;* 717 M. *Canton.* — 740 M. **Jackson** (*Edwards Ho.*, $2 1/2-4), the small capital of Mississippi (7816 inhab.), has a handsome *State House* and other public buildings. — 794 M. *Brookhaven;* 818 M. *McComb City.* — Beyond (835 M.) *Osyka* we enter *Louisiana.* 870 M. *Hammond.* In approaching New Orleans we cross the outlet of *Lake Maurepas* (right) and skirt *Lake Pontchartrain* (left). 915 M. *Pacific Junction.*

922 M. **New Orleans,** see p. 461.

64. From St. Paul to New Orleans by the Mississippi River.

The **Mississippi**, the 'Father of Waters', is one of the great rivers of the world, with a length of 2616 M. (or, reckoned from the source of the Missouri, of 4191 M.) and a drainage-basin nearly 1 1/2 million sq. M. in area. It rises in the N. part of Minnesota, on the watershed between Hudson's Bay and the Gulf of Mexico, and is a stream 12 ft. wide and 2 ft. deep after issuing from *Lake Itasca.* At first it runs towards the N.E., but soon turns towards the S.E., and its general course afterwards runs nearly due S., though with many bends and curves. The principal tributaries are the *Missouri*, which joins it from the W. about 1330 M. from its source; the *Ohio*, which comes in from the E. 220 M. farther on; and the *Arkansas* (W.). The best scenery is between St. Paul and St. Louis, where the river frequently flows between lofty and picturesque bluffs, 100-600 ft. high and 1-5 M. apart. The finest reaches are between St. Paul and Dubuque. After its junction with the Missouri the waters of the Mississippi become yellow and turbid, and it flows mainly through a flat and monotonous alluvial plain. As we near the Gulf of Mexico the vegetation becomes more and more tropical in character, and the river finally loses itself in a wilderness of creeks, bayous, and swamps, reaching the gulf through several outlets. The width of the Mississippi from St. Paul to New Orleans seldom varies much from 3000 ft., except at the bends, where it sometimes expands to 1 M. or 1 1/2 M. — The United States Government has spent many millions of dollars in improving the navigation of the Mississippi, which is still apt to be interfered with by shallows and mud-banks. The most important work was the construction of the famous *Eads Jetties* (see p. 407) at the mouth of the river. — The first European explorer of the Mississippi was *De Soto* (1541), who is supposed to have reached it a little below Helena (p. 406).

Though there is a considerable traffic of smaller vessels above the *Falls of St. Anthony* (p. 368), the navigation proper of the Mississippi begins at *St. Paul.* The steamers of the *Diamond Jo Line* leave *St. Paul* twice

weekly in summer for (729 M.) *St. Louis*, which they reach in 3½ days (fare $ 16, incl. berth and meals). At the time of going to press there were no passenger-steamers plying from St. Louis to New Orleans; but as the service may be resumed at any time, and as steamers ply upon various sections of the route (*e.g.* between Vicksburg and Greenville), the description in the following pages has been left as if steamers still ran the whole distance. In any case few travellers would care to make the whole journey from St. Paul to New Orleans; but a day or two on the river will be found an agreeable change from the dusty railways. The boat-companies issue combination-tickets, allowing any part of the journey the traveller selects to be traversed by railway; and liberal 'stop-over' privileges are granted on all tickets.

The commerce carried on by the Mississippi is very large, but it is not practicable to give trustworthy statistics.

In the following description of the voyage down the river only the more important places on the banks are mentioned. The distances are reckoned from St. Paul.

St. Paul, see p. 365. The steamer passes under five bridges. For the first 25 M. or so both banks of the river are in *Minnesota* (p. 362), but beyond the mouth of the *St. Croix River* (left) the E. bank is in *Wisconsin* (p. 359).

27 M. (right bank) *Hastings* (swing-bridge), see p. 362.

30 M. (l.) *Prescott* (swing-bridge), at the foot of *Lake St. Croix*, an enlargement of the river of that name.

52 M. (r.) *Red Wing* (see p. 362), with *Barn Bluff* (200 ft.). A little farther on the steamer traverses the beautiful expansion of the river known as ***Lake Pepin** (see p. 362). To the left rises the *Maiden Rock* (410 ft.), to the right is the bold round headland called *Point No Point*.

67 M. (r.) *Frontenac*, see p. 362. — 73 M. (r.) *Lake City* (p. 362). — 79 M. (l.) *North Pepin*. — 84 M. (r.) *Read's Landing* (pontoon bridge), at the lower end of Lake Pepin and opposite the mouth of the *Chippewa*. — 87 M. (r.) *Wabasha*, see p. 362. — 117 M. (l.) *Fountain City*. The next stretch of the river abounds in islands, and the flanking bluffs are very picturesque in outline. — 125 M. (r.) *Winona* (two bridges), see p. 362. — 137 M. (l.) *Trempealeau*, at the mouth of the *Black River*. **Trempealeau Island*, 500 ft. high, commands a beautiful view. This is, perhaps, the most beautiful section of the Upper Mississippi.

156 M. (l.) **La Crosse** (two swing-bridges), see p. 362. The scenery continues to be attractive, while the towns and villages on the banks now follow each other in closer succession.

187 M. (l.) *Victory*. Nearly opposite is the boundary between Minnesota and *Iowa* (p. 363), where 'Black Hawk' met his final defeat. — 199 M. (r.) *Lansing* (Iowa). — 228 M. (l.) *Prairie du Chien* (pontoon-bridge), near the mouth of the *Wisconsin River* (see p. 364). Fishing for clam-shells for pearl-buttons is carried on in this part of the river, and not a few fresh-water pearls are found in the course of it. — 231 M. (r.) *McGregor* (pontoon-bridge). — 252 M. (r.) *Guttenberg*. — 260 M. (l.) *Cassville*. — 289 M. (l.)

East Dubuque (p. 363) lies in *Illinois* (p. 334), just beyond the frontier of Wisconsin. Nearly opposite rises *Eagle Point* (300 ft.).

290 M. (r.) **Dubuque** (two bridges), see p. 363. The bluffs now become lower and the scenery tamer. — 335 M. (l.) *Savanna* is connected with (337 M.; r.) *Sabula* (p. 491) by a railway-bridge.

355 M. (l.) *Fulton* (p. 400), *Lyons* (r.), and —

357 M. (r.) *Clinton* (p. 493) are connected by three bridges. — Beyond (381 M.; r.) *Le Claire* we shoot the picturesque *Upper Rapids*, which extend hence to Rock Island.

398 M. (l.) **Rock Island** (p. 493) and (397 M.; r.) **Davenport** are united by the fine bridge mentioned at p. 497. A good view is obtained of the *Government Island* and *Arsenal*. — 426 M. (r.) *Muscatine* (bridge; Commercial, $ 2½), a thriving city with 14,073 inhab., carries on a brisk trade in timber, sweet potatoes, and melons, and has several pearl-button factories (comp. p. 404). — 449 M. *New Boston* (l.). — 455 M. (l.) *Keithsburg* (bridge; 1566 inhab.).

480 M. (r.) **Burlington** (bridge), see p. 494. — 494 M. (l.) *Dallas City*. — 504 M. (r.) *Fort Madison* (bridge), see p. 506. — 512 M. (l.) *Nauvoo*, a place of 1321 inhab., was once a flourishing Mormon city with a population of 15,000 (see p. 539). — 515 M. (r.) *Montrose* lies at the head of the *Lower Rapids*, which extend hence to (527 M.; r.) **Keokuk** (bridge; *Keokuk Hotel*, $ 2½-3; 14,641 inhab.), at the mouth of the *Des Moines River*, here forming the boundary between Iowa and *Missouri* ('Bullion State'). — 531 M. (l.) *Warsaw*. — 551 M. (r.) *Canton* (2367 inhab.). — 558 M. *La Grange* (r.).

568 M. (l.) **Quincy** (bridge), see p. 509. — 588 M. (r.) *Hannibal* (bridge), see p. 503. — 616 M. (r.) *Louisiana* (bridge; 5130 inhab.). — 626 M. (r.) *Clarkville*. — 641 M. (l.) *Hamburg*. — 663 M. (r.) *Cap au Gris*. — 690 M. (l.) *Grafton*, at the mouth of the *Illinois River*. — 706 M. (l.) *Alton*, see p. 377.

About 3 M. farther on we reach the confluence of the Mississippi and the **Missouri**. The latter river, flowing in from the N.W., has a longer course than the Mississippi up to their junction (2908 M., as compared with 1330 M.) and contributes a greater volume of water to the joint stream, so that it would seem that the name Mississippi in its application below this point has clearly usurped the place of the Missouri. The clear waters of the Mississippi long refuse to mingle with the turbid flood of the Missouri.

729 M. **St. Louis** (410 ft.) and its two magnificent bridges are described in R. 60. This is the terminus of the Diamond Jo Line Steamers (comp. p. 403).

The scenery of the Lower Mississippi differs materially from that of the Upper Mississippi (comp. p. 403), and the place of landscape beauty is taken to some extent by historic interest. The towns and villages on the banks usually follow each other rapidly, and innumerable islands are passed.

Soon after we leave St. Louis, *Jefferson Barracks* (p. 394) are

seen to the right. 761 M. (32 M. from St. Louis; r.) *Crystal City* (see p. 394). — 789 M. (r.) *Ste. Genevieve* (1707 inhab.). — 809 M. (l.) *Chester* (2832 inhab.), with a large penitentiary. — Near (849 M.; l.) *Grand Tower*, a favourite resort of the citizens of St. Louis, we pass the island known as the *Devil's Tea Table*. — 879 M. (r.) *Cape Girardeau* (4815 inhab.). — 894 M. (r.) *Commerce*. The large island to the right, a little farther on, is *Power's Island*.

929 M. (l.) **Cairo** (315 ft.), at the mouth of the *Ohio*, see p. 402. — 951 M. (l.) *Columbus* (bridge), the first landing-place in *Kentucky* (p. 382), was strongly fortified by the Confederates in the Civil War, but was ultimately abandoned without attack. Just beyond is *Wolf Island* or *Island No. 5*. — 967 M. (l.) *Hickman* (1590 inhab.). — *Island No. 10*, off (986 M.; r.) *Donaldson Point*, was also strongly fortified in the war and was captured by the Federal gun-boats in April, 1862, after a month's bombardment. — 988 M. (l.) *Wades*, nearly opposite, is in *Tennessee* (p. 398). — 999 M. (r.) *New Madrid*, with 1490 inhab., was captured at the same time as Island No. 10. — 1017 M. (l.) *Tiptonville*. A little to the E. lies *Reelfoot Lake*. — Numerous small and unimportant landings are now passed. — 1074 M. (r.) *Hickman's* is the first station in *Arkansas* (p. 511). — 1119 M. (l.) *Fort Pillow*, situated on the *First Chickasaw Bluff*, evacuated by the Confederates in 1862, was the scene of what is known as the *Fort Pillow Massacre* (April 12th, 1864). The river now winds considerably and passes several islands, the largest of which are named *Centennial* and *Brandywine*.

1179 M. (l.) **Memphis** (180 ft.; bridge), see p. 401. Farther on numerous windings are threaded. — 1207 M. (l.) *De Soto* is the first station in *Mississippi* (p. 422). — 1261 M. (r.) *Helena* (140 ft.; railway-ferry) is a busy little city with 5550 inhab. and a trade in timber. — Numerous small stations. — 1358 M. (r.) Mouth of the *White River*, which rises in Missouri and joins the Mississippi after a course of 700 M.

1365 M. (r.) *Black Hawk* lies at the mouth of the *Arkansas River*.

The **Arkansas River** rises in the Rocky Mts., to the W. of South Park (p. 516), and has a course of 1600 M., of which 800 M. are navigable.

Beyond the *Choctaw Bend* we reach (1419 M.; r.) *Arkansas City* (95 ft.; 1090 inhab.). — Passing *Rowdy Bend*, *Miller's Bend*, *Island 82* (1431 M.), and *Bachelor's Bend*, we reach (1456 M.; l.) *Greenville*, a small cotton-trading city with 7642 inhabitants. The banks are now lined with cotton-plantations, which afford a very interesting sight in time of harvest (Sept.-Nov.). The planters' houses, especially as we approach the S., are often roomy and quaint old mansions, surrounded with groves of fine trees. Many of the trees are fantastically draped with Spanish moss (*Tillandsia usneoides*). — 1484 M. (r.) *Grand Lake* is the first station in *Louisiana* (p. 422). No places of any great size or importance are passed till we reach —

1579 M. (l.) **Vicksburg** (40 ft.; railway-ferry; see p. 401). — 1636 M. (r.) *St. Joseph.* — 1642 M. (l.) *Rodney.*

1691 M. (l.) **Natchez** (*Natchez*, $ 3-5; *Pearl*, $ 2), a city of 12,210 inhab., founded by *D'Iberville* in 1700, lies on and at the foot of a bluff rising 200 ft. above the river. It takes its name from a now extinct tribe of Indians, who were among the noblest specimens of Red Men in America. Some traces of the old French fort are still visible. A *National Cemetery* adjoins the city.

1756 M. (l.) *Fort Adams.* — 1767 M. (r.) *Red River Landing*, at the mouth of the *Red River*. Beyond this point both banks of the river are in Louisiana. — 1813 M. (l.) *Bayou Sara.* Oranges and figs may now be seen growing in the open air.

The 'Swampers' of Bayou Sara are a peculiar community of woodcutters, living on raft-houses floating in the swamps.

1851 M. (l.) *Baton Rouge*, see p. 422. The course of the river between this point and New Orleans is very circuitous. Several sugar-plantations are passed. — 1871 M. (r.) *Plaquemine.* — 1883 M. (r.) *Bayou Goula.* — 1896 M. (r.) *Donaldsonville* (4105 inhab.). — 1912 M. (l.) *Convent.* — 1917 M. (l.) *Belmont Plantation.* — 1938 M. *Fruit Plantation.* — 1943 M. (l.) *Bonnet Carré Point.* — 1954 M. *Red Church.* — 1964 M. (l.) *Kennerville.* — 1973 M. *Carrollton* (p. 466).

1981 M. **New Orleans,** see R. 81.

Below New Orleans the trees disappear, the river banks become less defined, and the river finally loses itself in a vast marsh, through which various 'passes' or channels lead to the Gulf of Mexico. Near New Orleans are many vegetable-gardens and small fruit-farms, often irrigated by syphon pipes, straddling the levee. About 70 M. from New Orleans the ocean-steamers pass between *Fort St. Philip* (left) and *Fort Jackson* (right) and soon after enter the *South Pass*, marked by lighthouses. At the lower end of the S. Pass are the wonderful ***Eads Jetties,** constructed by Capt. Eads in 1875-79 at a cost of $ 5,000,000 (1,000,000*l.*) and forming a channel 30 ft. deep where formerly the draught was not more than 10 ft. The jetties, $2^1/_3$ and $1^1/_2$ M. long, are constructed of willow rods, rubble, and concrete. The ends of the jetties, marked by two lights, may be called the mouth of the Mississippi, beyond which we are on the *Gulf of Mexico.*

65. From Washington to Richmond.

116 M. Washington Southern and Richmond, Fredericksburg, & Potomac Railroads in 3¼-4¼ hrs. (fare $ 3.50; parlor-car 50 c.). This is part of the Penn. and Atlantic Coast line route to the S. (comp. R. 75a).

Washington, see p. 309. The train crosses the *Long Bridge* (p. 319), affording a view of *Arlington House* (p. 325) to the right, enters *Virginia* (the 'Old Dominion'), and skirts the right bank of

the *Potomac* to (7 M.) *Alexandria* (p. 325) and (34 M.) *Quantico*. The line now edges away from the river and skirts the '*Wilderness*', a barren and unattractive district widely known from the terrible struggles of the Civil War that took place here in 1863-64 (p. xlv).

55 M. **Fredericksburg** (*Exchange Hotel*, $2), a quaint old city of 5068 inhab., on the *Rappahannock*, founded in 1727. It was the scene of a hardly-contested battle in 1862, when the Confederates under Lee defeated the Union troops under Burnside. The huge *National Cemetery*, on *Marye's Heights*, contains 15,000 graves, and there is also a large *Confederate Cemetery*.

Those who are concerned with studying the campaigns of the Civil War will find much to occupy their attention in and around Fredericksburg. Carriage, $1 per hr.; the negro driver will point out the places of interest. The *Battle of Chancellorsville* (May 2nd-4th, 1863), in which 'Stonewall' Jackson was mortally wounded, took place 11 M. to the W., resulting in another repulse to the Union forces, with a loss of 17,000 men. A little to the S. is *Spottsylvania Court House*, the centre of some of Grant's operations in 1864 (p. 412). The 'Battles of the Wilderness' between Grant and Lee were almost continuous during May, 1864; and the losses of the two armies exceeded 60,000. Comp. p. 412. Many houses still have cannon-balls lodged in the walls.

George Washington spent his boyhood near Fredericksburg. His mother died here in 1789 and is commemorated by a monument.

The train runs towards the S. To the left is a stone pyramid marking *Hamilton's Crossing*, where the Confederates were posted in the battle of Dec. 13th, 1862. At (67 M.) *Guinea* Stonewall Jackson died (see above; the small house, with two chimneys at one end, is visible to the left). At (92 M.) *Doswell* we cross the C. & O. R. R. (R. 57 b). — *Henry Clay* (1777-1852) was born near (99 M.) *Ashland*, a favourite resort of the citizens of Richmond. It is the seat of *Randolph Macon College* (125 students). — 106 M. *Glen Allen* (Forest Lodge), a favourite all-the-year-round resort of the Richmondians.

116 M. **Richmond.** — **Railway Stations.** *Main Street Station* (Pl. D, 2), for the C. & O. and Seaboard Air Line railways; *Southern Depot* (Pl. D, 3), for the Southern Railway; *Byrd Street Station* (Pl. C, 3), for the Atlantic Coast Line and Rich., Fred., & Potomac railways.

Hotels. *The Jefferson (Pl. a; A, 2), Jefferson St., R. from $2; The Richmond (Pl. g; C, 2), Capitol Sq., R. from $1½; Murphy's Hotel (Pl. c; C, 2), 801 Broad St., R. from $1, well spoken of; Lexington (Pl. e; C, D, 2), cor. of 12th and Main Sts. $2½-4, R. from $1; Powhatan, formerly Ford's (Pl. b; C, 2), Capitol Sq.; Rueger's (Pl. d; C, 2), Capitol Sq., cor. 9th and Bank Sts., R. $1-2.

Electric Tramways traverse the chief streets and extend to the suburbs (5 c.; free transfers for intersecting lines). — *Hacks* and *Omnibuses* meet the principal trains; fare into the town 50 c. each. — *Steamers* ply down the James to Norfolk (fare $1½), Old Point Comfort, Newport News, Baltimore, etc. — *Post Office* (Pl. C, 2), Main St., between 10th & 11th Sts. — *Academy of Music; Bijou Theatre.* — British Vice-Consul, *Mr. P. A. S. Brine.*

Richmond (150-250 ft.), the capital of Virginia and one of the most interesting cities of the S., is situated on seven low hills rising from the N. bank of the *James River*. In 1900 it contained 85,050 in-

hab., while *Manchester*, on the opposite bank of the river, with which it is connected by several bridges, had 9715. The total estimated population of the city and suburbs in 1904 was 145,000. The city is regularly laid out, and most of the streets running N. and S. are denoted by numbers. Fine water-power is afforded by the James River, which descends 116 ft. in 9 M.

Richmond was founded in 1737, on the site of the home of the famous Indian Chief *Powhatan*, and had still only a few hundred inhabitants when made capital of the State in 1779. At various national crises it was chosen as the meeting-place of important conventions; and in 1861 it became the seat of government for the seceding states. The capture of Richmond became ultimately the chief objective point of the Union troops, and it was defended with great obstinacy by the Confederates, who threw up strong lines of earthworks all round it (comp. p. 412). When finally compelled to evacuate Richmond (April 2nd, 1865; comp. p. 410) the Confederates set fire to the tobacco warehouses and other stores; and a large part of the city was destroyed. All traces of this devastation have been removed, and the city is now in a thriving condition, carrying on a brisk trade (tobacco, etc.) and considerable manufactures (machinery, locomotives, flour, ships, etc.; total annual value about $ 35,000,000). About 600,000,000 of the famous Richmond Straight Cut cigarettes are made here annually by the Allen & Ginter Branch of the American Tobacco Co.

The European visitor will probably be struck by the number of *Negroes*, who form one-third of the population and contribute many of its most picturesque and romantic features.

A visit is recommended to the Tobacco Factories, the most characteristic and interesting of the sights of Richmond, where the negroes are engaged in preparing the tobacco for the market and amuse themselves at work by singing the old Plantation melodies, specially adapted to their sweet but entirely untrained voices.

Near the centre of the city, on *Shockoe Hill*, is **Capitol Square** (Pl. C, 2), a tree-shaded area of 12 acres, in which the wonderfully tame grey squirrels are interesting. The **Capitol** or **State House** (Pl. C, 2), partly designed after the Maison Carrée at Nîmes, occupies the highest point of the square and dates from 1785.

Interior (freely open to visitors). In the *Central Hall*, surmounted by a dome, are *Houdon's* Statue of Washington and a bust of Lafayette by the same artist. The *Senate Chamber*, to the right, was used as the Confederate House of Representatives during the Civil War; it contains a large painting of 'The Storming of Yorktown (1781)', by *Lami*. The *House of Delegates*, to the left, contains portraits of Chatham and Jefferson, and was the scene of Aaron Burr's trial for high-treason (1807) and of the State Secession Convention (1861). The platform on the roof affords a fine View of Richmond, Manchester, the James River, and the battlefields of the vicinity (p. 412). — Virginia has recently appropriated $ 250,000 for the improvement of the Capitol Building.

Capitol Square also contains a fine equestrian **Statue of Washington**, by *Crawford*, with figures of Patrick Henry, George Mason, Thomas Jefferson, Thomas Nelson, Andrew Lewis, and Chief Justice Marshall round the pedestal; a *Statue of Stonewall Jackson* (1824-63), by Foley, 'presented by English gentlemen' (Rt. Hon. A. J. Beresford Hope and others); a *Statue of Hunter Holmes McGuire*, the most noted surgeon of the South; and a *Statue of Henry Clay* (1777-1852), by Hart. The curious old *Bell House*, on the W. side of the square, was formerly used by the Public Guard.

At the N. E. corner of the square stands the *Governor's Mansion* (Pl. D, 2). — On the N. side, in Broad St., is the **City Hall** (Pl. C, 2), a handsome Gothic structure with a clock-tower. — To the E. of the Capitol is the **State Library** (Pl. C, D, 2), containing 80,000 vol. and the largest State collection of portraits in the country, including portraits of all the Governors from John Smith to Tyler. — In *St. Paul's Church* (Pl. C, 2), at the corner of 9th St. and Grace St., on the W. side of Capitol Sq., Jefferson Davis was seated when he received a despatch from Gen. Lee, announcing that Richmond must be evacuated (April 2nd, 1865).

In 12th St., at the corner of Clay St., a little to the N. of Capitol Sq., is the *Jefferson Davis Mansion* (Pl. D, 1), or '*White House of the Confederacy*', occupied by Mr. Jefferson Davis as President of the Southern Confederacy. It is now fitted up as a *Museum of Confederate Relics* (adm. 25 c.). In the rear of the museum is part of the propeller-shaft of the 'Merrimac' (p. 414). [A large and handsome Confederate Memorial Hall is to be erected in connection with the Museum as a Memorial of the Confederacy.]

Following Broad St. to the E. from Capitol Sq., we pass on the left, near the corner of College St., the *Monumental Church* (Pl. D, 2), erected on the site of the Richmond Theatre, at the burning of which in 1811 Gov. Smith and fifty-nine others lost their lives. Opposite is the *Memorial Hospital* (Pl. D, 2). — About $^3/_4$ M. farther on, at the corner of 24th St. (r.), is **St. John's Church** (Pl. F, 2), erected in 1740, but since much enlarged.

The Virginia Convention was held in this church in 1775, and the pew is pointed out in which Patrick Henry made his famous 'give me liberty or give me death' speech. The verger is in attendance to show the church and sell photographs, canes made of the sycamore which overshadowed the above-mentioned pew, etc.

Twenty-eighth St., $^1/_4$ M. farther on, leads to the right to *Marshall Square*, on *Libby Hill* (Pl. F, 2), embellished with a *Monument to the Private Soldier and Sailor of the Confederacy* (good view).

A little farther out is *Chimborazo Park*. About 1 M. to the N.E. is *Oakwood Cemetery*, the largest Confederate cemetery in the South, where 18,000 Confederate soldiers are interred.

From Libby Hill we may descend to Main St. and follow it to the left, between tobacco warehouses and factories, to 20th St. In 20th St., to the left, at the cor. of Cary St., close to the railway and the canal, is an ice-house which occupies the site of the famous *Libby Prison* (Pl. E, 2, 3), removed to Chicago in 1889. — In Main St. (N. side, near 20th St.) is the *Old Stone House* (Pl. E, 2), the oldest building in Richmond, said to date from 1737. The **Post Office** (Pl. C, 2), between 10th & 11th Sts., to the right, was one of the few buildings in this part of the city that escaped the fire of 1865 (p. 409). — At 7th St. we may diverge to the left to visit the *Allen & Ginter Cigarette Works* (Pl. C, 3; see p. 409), at the corner of Cary St. At the corner of Main St. and 5th St., to the left, stood (till 1891) the large red brick *Allan House*, in which Edgar Allan Poe spent his boyhood with his foster-father, Mr. John

Allan. Fourth St. leads to the left from Main St. to *Gamble's Hill Park* (Pl. B, 3), which commands a *View of the river, with its numerous falls and islands. Below lie the great *Tredegar Iron Works*, where most of the cannon of the Confederate Government were made. To the N.W. of the park is the *State Penitentiary* (Pl. B, 3). Passing the Penitentiary we come (10 min. more) to the entrance to **Hollywood Cemetery** (Pl. A, 4).

Near the W. gate of the Cemetery is the *Confederate Monument*, a rude pyramid of stone 90 ft. high, erected as a memorial to the 16,000 Confederate soldiers buried here. On *President's Hill*, in the S.W. corner of the cemetery, overlooking the river, are the graves of *Monroe* (1758-1831) and *Tyler* (1790-1862; no monument), two of the seven Presidents born in Virginia ('Mother of Presidents'). *John Randolph* (1733-1837) of Roanoke, *Jefferson Davis* (d. 1889), *Major-General Pickett* (d. 1875; p. 293), *Gen. J. E. B. Stuart* (1833-64), and *Commodore Maury* (1830-71) are also interred here. A good view is obtained of *Belle Isle*, which was a prison-camp during the war. — To the W. of Hollywood are the *Riverside* and *Mt. Calvary Cemeteries* and (3/4 M.) the *New Reservoir Park*.

In the meantime, however, we leave the cemetery by its W. gate and proceed to the right (tramway), through a poor district, to (1/2 M.) *Park Avenue*, at the beginning of which, in *Monroe Park* (Pl. A, 2), is a *Statue of Gen. Wickham* (1820-88), by Valentine. Three blocks to the W. of this statue is Howitzer Place, containing the *Monument to the Richmond Howitzers*. We follow Park Ave. to the left for 1/2 M. more, when we come in sight of the equestrian **Statue of General Lee**, by *Mercié* (1890), one of the most beautiful monuments in the United States. Adjacent, to the E., is *Richmond College*, and 1/2-3/4 M. to the W. are the *Exposition Buildings* (in the *State Fair Grounds*) and the *Soldiers' Home*.

We may now return to the centre of the city by *Franklin St.* (tramway), No. 707 in which was the home of *General Lee* (1807-1870) and now contains the collection of the *Virginia Historical Society* (Pl. C, 2). — At the corner of 11th and Clay Sts., near the Davis Mansion (p. 410), is the *Valentine Museum* (Pl. C, 1), containing local antiquities, casts, autographs, engravings, specimens of early printing, drawings, and oil-paintings. In this house, which is a good example of an 'ante bellum' Virginian home, Aaron Burr (p. 409) was entertained during his trial for treason.

Among other points of interest in Richmond are the *Westmoreland Club* (Pl. B, C, 2), at the cor. of Grace and 6th Sts.; the *Commonwealth Club* (Pl. A, 2), at the cor. of Franklin and Madison Sts.; the *Virginia Club*, 2311 East Grace St.; *Chief Justice Marshall's House*, at the cor. of 9th and Marshall Sts. (Pl. C, 2); the *Tobacco Exchange*, Shockoe Slip; the *University College of Medicine* (Pl. C, 1); the *Medical College of Virginia* (Pl. D, 2); the *National Cemetery*, 2 M. to the N.E. of the city (6540 graves); and the *Sheltering Arms Hospital*.

Battlefields round Richmond. During the last three years of the Civil War (1862-65) battles raged all round Richmond, and remains of the fortified lines constructed to protect the city are visible in various parts of the environs. Both the inner and outer fortifications may be seen from

the *Brook Road, which leads to the *Lakeside Club House*, with its golf links, bowling alleys, and boating lake. Probably the best plan for the stranger is to hire a carriage with an intelligent driver and spend a day visiting the scenes of the principal battles. Guides may be obtained at the hotels. An electric tramway (fare 5 c.) runs every 40 min. from the corner of P St. and 29th St. (beyond Pl. E, 1) to (7 M.) *Seven Pines* (see below), where several intrenchments and earthworks may be seen near the terminus of the line. — The chief direct attack on Richmond was made on May 15th, 1862, when the Union fleet attempted, without success, to force its way past the batteries at *Drewry Bluff*, on the James River, 7 M. below the city (easily visited by steamer, see p. 413). Simultaneously Gen. McClellan advanced with the land-forces up the peninsula between the York and James Rivers and invested Richmond on the E. and N. This led to the hardly-contested but indecisive battle of *Seven Pines* or *Fair Oaks* (May 31st, 1862), in which the Confederates under Gen. Joseph E. Johnston attacked McClellan's left wing, to the S. of the *Chickahominy*. Large cemeteries and a park now mark the spot. The district is swampy, and McClellan lost more men by pestilence than in fighting. Gen. Robert E. Lee now assumed command of the Confederate forces and made an attempt, in combination with Gen. Stonewall Jackson, to overwhelm McClellan's right wing, which was posted at *Mechanicsville*, on the Chickahominy, 5½ M. to the N. of Richmond, and thus began the famous Seven Days' Battle (June 26th-July 2nd, 1862). Mechanicsville was followed by the battles of *Gaines Mill*, *Cold Harbor*, *Savage's Station*, *Frazier's Farm*, and *Malvern Hill*. The upshot of this series of contests, in which 40,000 men fell, was the relief of Richmond, as the Union troops were compelled to retreat to Malvern Hill, 15 M. to the S.E., where they repelled the Confederates in their last attack but soon after withdrew to *Harrison's Landing*, on the James River. During 1863 there were no direct attacks on Richmond. In May, 1864, Gen. Ulysses S. Grant came down through the 'Wilderness' (see p. 408), attacked Lee in his entrenched position at Cold Harbor (June 3rd, 1864), and lost 15,000 men without making much impression on the enemy. He then transferred his army to the S. side of the James; and the later stages of the war were rather a siege of *Petersburg* than of Richmond (see p. 416). Gen. Butler captured *Fort Harrison*, opposite Drewry Bluff, in Sept., 1864. — *Yellow Tavern*, the place of General J. E. B. Stuart's death, is situated about 5 M. to the N.W. of the city.

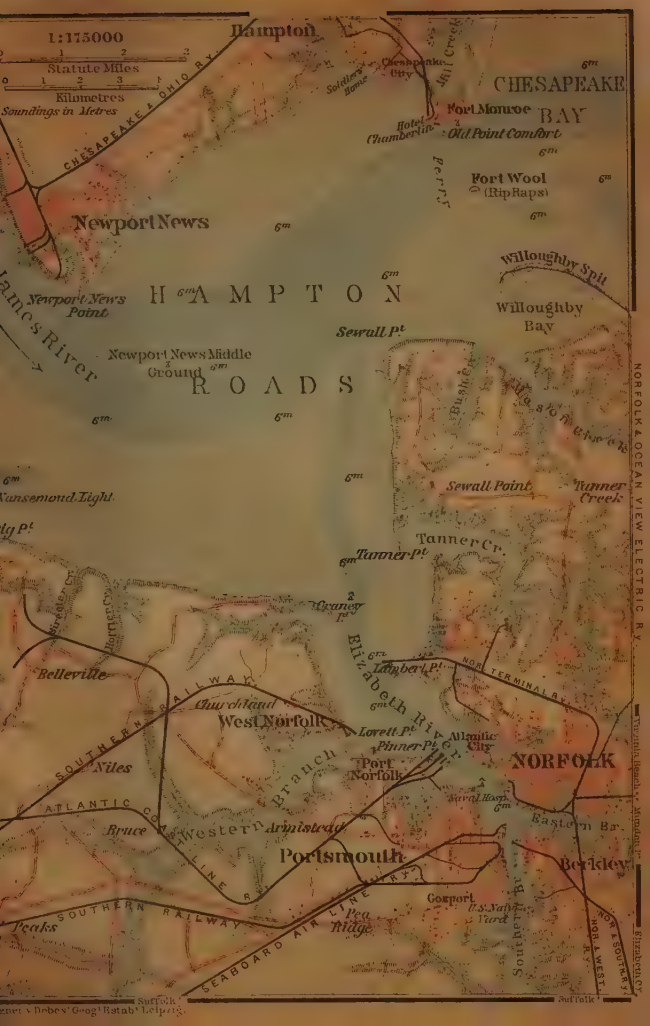
From Richmond to West Point and Yorktown, 65 M.; railway to (39 M.) *West Point* in 1¼-2¾ hrs. and steamer thence to (26 M.) *Yorktown* in 1¾ hr. (through-fare $ 1½). The train runs to the E., passing some of the battlefields of the Civil War. Beyond (7 M.) *Fair Oaks* (see above) it crosses the *Chickahominy*. 39 M. *West Point* (Terminal Hotel, $ 2-4), with 1300 inhab., lies at the head of navigation of the *York River*, and we are here transferred to the steamer of the *Chesapeake Steamship Co.* The trip down the river is pretty. The intermediate stops are *Allmonds* and *Clay Bank*. — 65 M. **Yorktown** (*Bayview Ho.*, $ 2-2½; *Yorktown Ho.*, $ 1½-2), on the right bank of the river, 10 M. above its mouth, is memorable for the surrender of the British army under Lord Cornwallis on Oct. 19th, 1781, forming the final scene of the War of Independence. Remains of British intrenchments are still visible, and a monument commemorates the surrender. Among the old buildings are the *Nelson House* (where the surrender was signed) and the *Custom House* (the oldest in the country). — From Yorktown the steamer ascends *Chesapeake Bay* to *Baltimore* (p. 301).

From Richmond to *Old Point Comfort*, see R. 66; to *Charleston*, see R. 70; to *Savannah*, see R. 73.

66. From Richmond to Norfolk and Old Point Comfort.

a. By Steamer.

Steamer down the James River to *Norfolk* and *Old Point Comfort* (120 M.) in 10 hrs. (fare $ 1½). This is a pleasant and interesting trip. The steamers of the *Virginia Navigation Co.* start on Mon., Wed., & Frid. at 7 a.m. and run to Newport News, Old Point Comfort, and Norfolk. Those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Hampton
CHESAPEAKE & OHIO RY.
Soldiers Home
Chesapeake City
Mill Creek
CHESAPEAKE BAY
Fort Monroe
Hotel Chamberlin
Old Point Comfort
Ferry
Fort Wool (Rip Raps)
Newport News
Willoughby Spit
Willoughby Bay
Newport News Point
HAMPTON ROADS
James River
Sewall Pt.
Newport News Middle Ground
Bushen
Mason Creek
Sewall Point
Tanner Creek
Tanner Cr.
Tanner Pt.
Craney Pt.
Elizabeth River
Lambert Pt.
NOR. TERMINAL RY.
Belleville
Churchland
West Norfolk
Lovett Pt.
Pinner Pt.
Atlantic City
Port Norfolk
NORFOLK
Niles
SOUTHERN RAILWAY
ATLANTIC COAST LINE RY.
Western Branch
Naval Hosp.
Eastern Br.
Bruce
Armistead
Portsmouth
Berkley
Gosport
U.S. Naval Yard
Southern Br.
Pea Ridge
Peaks
SEABOARD AIR LINE RY.
NOR. & SOUTH. RY.
NOR. & WEST. RY.
NORFOLK & OCEAN VIEW ELECTRIC RY.
Virginia Beach
Mimdon Pt.
Elizabeth Cy.
Suffolk
Suffolk

of the *Old Dominion Co.* leave daily at 7 p.m., connecting at Norfolk with steamers of the same line for New York.

Richmond, see R. 65. The course of the *James River* is very circuitous and the direct distance from Richmond to its mouth is only about 74 M. The water is of a muddy brown colour, telling of the rich tobacco-growing soil through which it flows. Its ancient name was *Powhatan* (comp. p. 409).

Just below Richmond, on the left bank, is the site of Powhatan's home, where Pocahontas is said to have saved the life of Capt. John Smith (see below). *Warwick Park* here is a popular resort. — Farther on, on both banks, are earthworks of the Civil War.

8 M. (r.) **Drewry Bluff** (120 ft.), with remains of the old fortifications (*Fort Darling;* see p. 412). — 8½ M. (l.) *Chaffin Bluff*, behind which lay *Fort Harrison* (p. 412). — 13½ M. *The Dutch Gap Canal*, constructed by Gen. Butler to avoid the Howlett House Batteries, saves a détour of 5½ M. — 14¼ M. (l.) *Varina* was the home of Pocahontas and her husband John Rolfe. — 15¼ M. *Meadowville* (r.), with rich marshland reclaimed by dykes and pumping. — 20 M. *Curle's Neck* (l.), with a fine modern house in the Colonial style. — 21 M. *Presque Isle* (r.). — 22 M. *Pickett's*, at the foot of *Malvern Hill* (p. 412) on *Turkey Island Bend*. — 29 M. (l.) *Shirley*, a plantation still owned by the *Carters* (here pron. 'Cyarter'), one of the 'F.F.V.' (first families of Virginia). Farther on (right) are the lowlands of *Bermuda Hundred*, where, in Grant's significant phrase, Gen. Butler was 'bottled up'.

31½ M. (r.) **City Point**, at the mouth of the *Appomattox River* (p. 416), with the house of Dr. Epps, the headquarters of Grant in 1864-65. City Point is 9 M. from *Petersburg* (p. 416; railway). — 37½ M. *Berkeley* (l.), with *Harrison's Landing* (p. 412), was the birthplace of the first *President Harrison* (1773-1841). Opposite is *Jordan's Lighthouse*. — 38¼ M. (l.) *Westover*, the former home of the Byrds and Seldens, is, perhaps, the finest old Colonial mansion on the James (comp. p. xci). — 40 M. *Blair's* (r.). — 42 M. *Willcox Landing* (l.), a fishing village, sends sturgeon roe to Russia to be made into caviar. — 44 M. *Weyanoke* (l.). — 46 M. (r.) *Fort Powhatan*, a relic of the war of 1812. — 51 M. *Sturgeon Point*. — 52½ M. *Oldfield*. — 54 M *Brandon* (r.) and (56 M.) *Claremont* (r.) are good examples of Colonial houses; the latter is made of English bricks, said to be a reproduction of the royal mansion of the same name near Esher, in England. — Below (59 M.) *Sandy Point*, the *Chickahominy* (p. 412) joins the James.

68 M. (l.) **Jamestown**, the earliest English settlement in America, founded in 1607 by Capt. John Smith and Christopher Newport. The only remains of the ancient town are the tower of a ruined church (in which Pocahontas was married) and a few tombstones. The river here expands into a wide estuary. Fleets of oyster-boats are seen. A coach runs hence to (7 M.) *Williamsbury* (p. 415).

69½ M. *Scotland* (r.), the landing for *Surry Court House* and the terminus of the Surry, Sussex, & Southampton Railway.

76 M. *Homewood*, known a few years ago as the uncultivated *Hog Island*, is now a successful agricultural village. — 85½ M. *Fergusson's.*

100 M. **Newport News** *(Hotel Warwick*, $2½-5; Brit. vice-consul, *Mr. James Haughton)*, a flourishing little city, with 19,635 inhab., large grain elevators, coal wharves, shipbuilding yards (new dry-dock 860 ft. long), and iron-works. The value of its exports in 1903 was $20,521,000. An electric tramway runs hence to Hampton and Old Point Comfort (p. 415). Steamers ply to London, Liverpool, Rotterdam, and many other ports. — We now enter **Hampton Roads**, one of the best harbours on the Atlantic coast. It was in these roads that the Confederate iron-clad *Virginia* (the old *Merrimac*) nearly annihilated the wooden fleet of the Union, until it was itself disabled by the opportune arrival from New York of the famous turret-ship *Monitor* built by Ericsson (p. 30).

108 M. *Old Point Comfort* and *Fort Monroe*, see p. 415. To the N. (left) opens *Chesapeake Bay* (p. 306). — To reach Norfolk the steamer ascends the *Elizabeth River*, an arm of Chesapeake Bay.

120 M. **Norfolk** *(Monticello*, from $3, R. from $1½, with restaurant on 5th floor, good view; *New Atlantic*, Main St., $2½-4; *Neddo*, small and good, from $2½, R. from $1; *Norfolk*, R. from $1; *New Gladstone*, $2-2½; Brit. vice-consul, *Mr. Barton Meyers)*, with 46,624 inhab., the second city of Virginia and excelled by Savannah alone among the Atlantic ports to the S. of Chesapeake Bay, was founded in 1682. The staples of its busy export-trade are cotton, coal, oysters, and early fruits and vegetables (strawberries, 'goubers' or pea-nuts, etc.). The city is irregularly laid out but contains some pleasant residence-quarters. *St. Paul's Church*, dating from 1730, was struck by a British cannon-ball in 1776, but the one now resting in the indentation is not the original. The churchyard contains many old gravestones, and in the wall of the church is one from Weyanoke (p. 413), on the James River, dated 1681.

On the opposite bank of the Elizabeth (ferry; electric car to Navy Yard, 5 c.) lies **Portsmouth** *(Hotel Monroe)*, a city of 17,427 inhab., with an excellent harbour. At *Gosport*, the S. end of Portsmouth, is the *Navy Yard* (open 8-5), the most important in the country, with a huge dry-dock and some interesting relics of the wars with Spain (1898), China (1900), and Mexico (1846). To the N. is a large *Naval Hospital*. — A branch of the *Seaboard Air Line* runs hence viâ (79 M.) *Weldon* (where it intersects the Atlantic Coast Line, p. 426) to (426 M.) *Norlina*, on the main line (see p. 427).

From Norfolk a short branch-railway (fare 25 c.; station 2 M. from the town) and an electric tramway (hourly; same fare) run to (18 M.) *Virginia Beach* (Princess Anne Hotel, $3-5), a seaside-resort on the Atlantic coast, surrounded by pine-forest. — An electric car ('Old Point Comfort Express') leaves Main St. hourly for *Ocean View* (Hotel, $3), connecting with steamer to Old Point Comfort (through-fare 25 c.). — The *Dismal Swamp* (see p. 417) may be easily visited from Norfolk. — *Currituck Sound*, 30 M. to the S. of Norfolk, offers splendid wild-fowl shooting. — Steamers ply from Norfolk to *Old Point Comfort* (p. 415; ½ hr.; fare 25 c.), *Yorktown* and *West Point* (p. 412), *Richmond*, *New York*, *Baltimore*, *Washington*, etc.

b. Viâ Chesapeake & Ohio Railroad.

RAILWAY to (85 M.) *Old Point Comfort* in 2¾-3½ hrs. (fare $2.50). STEAM FERRY from (75 M.) *Newport News* to (12 M.) *Norfolk* in 1 hr. (through-fare $2.50).

Richmond, see p. 408. The train runs to the S.E., down the peninsula between the *York River* and the *James River*, a flat region of swamps and pine-forest. We skirt the *Chickahominy Swamp* (p. 412) and cross that river near (18 M.) *Roxbury*. 24 M. *Providence Forge*. — 48 M. *Williamsburg* (Colonial Inn, $2½), the ancient capital of Virginia, a place of 2044 inhab., with a church of 1678, a magazine of 1741, and other venerable relics (memorial tablets).

The old *College of William and Mary*, chartered in 1693, was the earliest college in the New World after Harvard (p. 112) and has been the Alma Mater of 17 governors, 12 cabinet ministers, 1 chief justice, and 3 Presidents of the United States. Some of the buildings have been more or less modernized. The library contains many interesting relics. In the quiet 'campus' is an old statue of Lord Botetourt.

75 M. *Newport News*, see p. 414. Steam ferry to Norfolk (p. 414), see above.

78 M. **Hampton** (*New Augusta Hotel*, from $2) is a pleasant little town with 2764 inhab. Close by are a *National Soldiers' Home* (4000 inmates) and the **Normal and Agricultural Institute for Negroes and Indians*, founded by Gen. S. C. Armstrong in 1868.

A visit to the latter is of special interest. The institute is attended by 1100 Negroes and 100 Indians, of whom the former pay part of their expenses by working. The chief aim of the institute is to train teachers for the coloured schools, and in this, as well as in the education of the Indians, its success has been highly satisfactory. Visitors are welcome to the classes, parade, dinner, etc. (specimens of pupil's work for sale). Hampton also contains a *National Cemetery* (5000 graves), and the *Church of St. John*, built in 1660 with English bricks (tower modern). It is connected with (3 M.) *Old Point Comfort* by a fine shell road and an electric tramway. Tramway to Newport News, see p. 414.

The train now crosses an arm of Hampton Roads and reaches —

85 M. **Old Point Comfort** or **Fort Monroe** (**Hotel Chamberlin*, close to the sea, with 470 bedrooms, from $5 in winter and $3 in summer; *Sherwood*, $2-3), consisting mainly of a huge hotel, the most elaborate fortification in the United States, and a group of cottages, and situated on a small peninsula on the N. side of the entrance to *Hampton Roads* (p. 414), with the Atlantic Ocean in front and *Chesapeake Bay* (p. 306) opening to the N.

Point Comfort received its name from Capt. John Smith in 1608 and has long been a favourite seaside-resort, frequented by the Northerners in winter and by the Southerners in summer. The *Hygeia Hotel*, which was originally founded in 1821, and grew to be one of the largest and most popular houses in the country, has recently been removed to make room for the extension of the fortifications, but the more modern *Chamberlin* is a worthy successor. The immediate proximity of Fort Monroe, with its large garrison, adds a characteristic feature to the gaiety of the place. Good bathing, boating, golf, and 'crabbing' are among the attractions, and the Hotel Chamberlin has a shooting-preserve of 10,000 acres on the Chickahominy River (quail, duck, wild turkey, woodcock, snipe, and 'sora' or rail;

railway return-fare $ 1.75, guide $ 1.50 per day, with dogs $ 2; shooting license $ 10). In winter the temperature rarely falls below 40°, and in summer it seldom exceeds 80°.

Steamers ply hence to *Norfolk* (½ hr.; 25 c.), *Baltimore*, *Richmond* (R. 66a; fare $ 1½), *Washington*, and *New York* (Old Dominion Line, in 24 hrs.). Norfolk is also reached by ferry to *Willoughby Spit* and electric car thence (through-fare 35 c.). — Electric line to Hampton and Newport News (1 hr.), see pp. 415, 414. Another electric tramway runs to (2½ M.) *Buckrow Beach*, with a new summer-hotel.

***Fort Monroe**, 100 yds. from the Chamberlin Hotel, was constructed in 1819 et seq. to command the mouth of the James River and the approach to the Norfolk Navy Yard and to furnish a base of operations against a hostile fleet attempting to enter Chesapeake Bay. The ramparts are about 2 M. in circumference, affording a fine walk, and enclose an area of 80 acres, which resembles a beautiful park. Outside the ramparts is a broad moat. Guard-mounting and dress-parade are great attractions to the visitor. The fort is garrisoned by a battalion of heavy artillery and is the seat of the Artillery School of the U. S. Army. It contains a museum of military relics. Jefferson Davis was confined here for a year and a half after the Civil War, and then released without a trial. Off-shore is the low island of the *Rip-Raps*, almost covered by the works of *Fort Wool*.

Pleasant excursions may be made from Old Point Comfort to *Norfolk* (p. 414), *Hampton* (3 M.), *Newport News* (p. 414), etc. The steamer 'Mobjack', leaving Norfolk in the early morning and calling at Old Point Comfort 1 hr. later, makes a pleasant all-day excursion to points on *Mobjack Bay* (fare $ 1; meals à la carte).

c. Viâ Norfolk & Western Railway.

110 M. Railway to (104 M.) *Norfolk* in 2¼-3⅓ hrs. (fare $ 2.50). Steamer thence to (6 M.) *Old Point Comfort* in ½ hr. (fare 25 c.). — This railway traverses the seat of the final struggles of the Civil War (see below).

Richmond, see p. 408. — 8 M. *Drewry Bluff* (p. 413); 13 M. *Chester*.

23 M. **Petersburg** (*Chesterfield Ho*, $ 3; *Imperial*, *Shirley*, $ 2-3; *Rail. Restaurant*), a manufacturing town of 21,810 inhab., on the *Appomáttox*, is of interest as the centre of the final operations of the Civil War. The ivy-clad ruins of the old *Blandford Church* are picturesque. A large stone bowl, at the N. end of the railway-bridge over the Appomattox, is known as 'Pocahontas' Wash Basin'.

Battlefields. When Grant crossed to the S. side of the James River in June, 1864 (comp. p. 412), he made *City Point* his base of supplies and spread his lines towards the W., so as to shut up Lee and his Confederate forces in Petersburg. The so-called *Siege of Petersburg* lasted from June 16th, 1864, to April 2nd, 1865; and during its continuance 13 pitched battles were fought in the neighbourhood. The intrenchments of Lee and Grant still form conspicuous features in the landscape; Grant's lines extended from the Appomattox to *Fort Fisher*, and thence E. to *Fort Bross*, a distance of 23 M. One of the best-known engagements was that of the *Old Crater*, to the E. of the city, on *Griffith's Farm*, where a small museum of war-relics is shown. Carriages ($ 1-1½ per hr.) and saddle-horses to

visit the entrenchments and battlefields may be hired at the Petersburg hotels, and guides may also be obtained.

Petersburg was also the scene of important military operations in the War of Independence (1781).

From Petersburg a branch-line runs to (123 M.) *Lynchburg*, on the main line of the railway (see below), passing (100 M.) *Appomattox*, near which, at **Appomattox Court House**, the Civil War ended on April 9th, 1865, in the surrender of Gen. Lee and his forces to Gen. Grant.

We now traverse a district of pine-forest. 36 M. *Disputanta;* 42 M. *Waverly;* 50 M. *Wakefield;* 67 M. *Windsor.* Farther on the train skirts the N. margin of the *Great Dismal Swamp*, which may be visited from (79 M.) *Suffolk* (55 ft.), at the head of the *Nansemond River.*

The **Dismal Swamp**, 40 M. long and 35 M. wide, is intersected by canals (the chief one, 22 M. long, connecting Chesapeake Bay with Albemarle Sound) and yields a large quantity of cypress, juniper, and other timber. At Suffolk we may hire a man and a canoe to paddle us as far as (10 M.) *Lake Drummond* and back by the *Jericho Run Canal*, a novel and interesting trip.

104 M. **Norfolk**, see p. 414. — Thence to (110 M.) **Old Point Comfort**, see p. 415.

67. From Washington to New Orleans.

a. Viâ Southern Railway and Atlanta.

1144 M. Railway in 32-36 hrs. (fare $27.50; sleeper $6.50). Through vestibuled train (resembling that described at p. 342) from New York to New Orleans in 39 hrs. (fare $34; sleeper $8).

From *Washington* (p. 309) the line runs at first towards the S.W. Numerous earth works and rifle-pits, grim mementoes of the Civil War, catch the practised eye on both sides of the line. 7 M. *Alexandria* (p. 325). — To the left lies the National Cemetery (p. 325). — 33 M. *Manassas* (315 ft.; Manassas Ho., $2) was the scene of two battles during the Civil War (monument to the right).

In the first *Battle of Manassas* or *Bull Run* (July 21st, 1861), which was the first important conflict of the war, the Federals under McDowell were routed by the Confederates under Beauregard and thrown back on Washington. In the second battle (Aug. 29-30th, 1862), fought on almost the same ground, 3 M. to the right, Lee defeated the Federals under Pope.

At (57 M.) *Remington* we cross the *North Fork.* 68 M. *Culpeper* (Fairfax, Waverly, from $2) was an important point during the Civil War and is now the site of a National Cemetery. The *Rapidan River*, which we cross at (79 M.) *Rapidan*, was another name frequently heard during the struggle in Virginia. 85 M. *Orange.* — At (113 M.) **Charlottesville** (p. 380; *Rail. Restaurant*) we intersect the C. & O. R. R. (R. 57b). We continue to run thence towards the S.W., with the *Blue Ridge* at some distance to the right. 173 M. **Lynchburg** (525 ft.; *Carroll*, $3½-4½; *Arlington; Rail. Restaurant*), an industrial and tobacco-exporting city of 18,891 inhab., picturesquely situated on the S. bank of the *James.* We here intersect the Norfolk & Western R. R. (see above). Farther on we

cross several streams and pass numerous small stations. — 239 M. **Danville** (420 ft.; *Burton*, $2½-3½; *Rail. Restaurant*), a busy town of 16,520 inhab., in the centre of a tobacco-growing region, is the junction of the line from Richmond (p. 408).

A little beyond Danville we enter *North Carolina* ('Old North State'). — 287 M. **Greensboro** (840 ft.; *Benbow*, from $2½; *Guilford*, from $ 2), a growing town of 10,035 inhab., with a trade in tobacco, coal, and iron.

From Greensboro to Raleigh and Goldsboro, 130 M., railway in 5-8⅓ hrs. This line passes through a cotton and tobacco growing country. — 17 M. *Elon College;* 22 M. *Burlington*, with cotton-mills. — 47 M. *University* is the junction of a branch-line to (10 M.) *Chapel Hill*, the site of the *University of North Carolina*, founded in 1795 (600 students). — 55 M. **Durham** (*Carolina*, $ 2½-4), a city of 6679 inhab., is one of the chief tobacco-making places in America. *Duke's Factory* produces 250 million cigarettes annually. *Trinity College* (375 students) has been handsomely endowed by the tobacco magnates, Col. Duke and Col. Carr. — At (81 M.) **Raleigh** (p. 427) we intersect the Seaboard Air Line (R. 67 c). — 109 M. *Selma* is the junction of the line to Norfolk (see below). — 130 M. *Goldsboro* (100 ft.; Hotel Kennon, $2½-3), a small place with 5877 inhab., is connected by railway with (59 M.) **New Bern** (*Hazleton, Chattawka*, $2-2½), at the mouth of *Neuse River*, and (95 M.) *Morehead*, on the Atlantic coast.

From Greensboro to Norfolk, 266 M., railway in 10½ hrs. — From Greensboro to (109 M.) *Selma*, see above. Our line here diverges to the left from that to Goldsboro and runs towards the N. 134 M. *Wilson*. At (150 M.) *South Rocky Mount* we connect with the Atlantic Coast Line (p. 434) and cross the *Tar* or *Pamlico River*. 166 M. *Tarboro;* 178 M. *Hobgood;* 192 M. *Kelford;* 208 M. *Ahoskey;* 216 M. *Suffolk* (p. 417); 260 M. *Bruce;* 264 M. *Pinner's Point.* — 266 M. *Norfolk*, see p. 414.

A line also runs from Greensboro, viâ *Fayetteville*, to (179 M.) *Wilmington* (p. 434).

Just beyond Greensboro, to the right, is the battlefield of *Guilford Court House* (Mar. 15th, 1781), where the British under Cornwallis defeated the Americans under Greene. — We traverse many cotton-fields. Near Salisbury we cross the *Yadkin*. — 336 M. **Salisbury** (760 ft; *Central, Mt. Vernon*, from $ 2), with 6277 inhab., was the seat of one of the chief Confederate prisons in the Civil War, and the *National Cemetery* contains the graves of more than 12,000 soldiers who died here in captivity.

From Salisbury to *Asheville* and *Knoxville*, see R. 69.

Near (380 M.) **Charlotte** (725 ft.; *Buford, Central*, $2-3½), with 18,091 inhab. and important cotton-manufactures, are some gold mines. It is the junction of lines to *Wilmington* (p. 434), to *Columbia* and *Charleston* (see R. 70 b), etc. — 408 M. *All Healing Springs*. Near (414 M.) *King's Mountain* (940 ft.) the Americans defeated the British on Oct. 7th, 1780, and near (447 M.) *Cowpens* is the scene of a more important victory of the patriots (Jan. 17th, 1781). The latter is in *South Carolina* ('Palmetto State').

456 M. **Spartanburg** (790 ft.; *Spartan Inn, Argyle Inn*, $ 1½), the junction of lines to *Columbia* (p. 435) and *Asheville* (p. 431), is a thriving little city of 11,395 inhab., in a district of iron and gold mines and mineral springs. — 487 M. **Greenville** (975 ft.; *Man-*

sion Ho., $2-3), a city with 11,860 inhab., on the *Reedy River*, is the junction of a line to *Columbia* (p. 435). — From (527 M.) *Seneca* (955 ft.) the Blue Ridge Railway runs to (9 M.) *Walhalla*, the nearest station to (ca. 25 M.) **Highlands** (3815 ft.; *Davis Ho.*, $2; *Highland Ho.*, $2½), the highest village to the E. of the Rocky Mts., frequented for its bracing air and charming scenery. — Beyond Seneca we cross the *Savannah* and enter *Georgia* ('Empire State of the South'). About 2 M. from (554 M.) *Toccoa* are the beautiful *Toccoa Falls* (185 ft. high). 568 M. *Mt. Airy* (1590 ft.; Mt. Airy Inn, $2½) affords a fine view of *Yonah Mt.* (3025 ft.) and the Blue Ridge. — The line now descends. — 570 M. *Cornelia* is the junction of a short line to (8 M.) *Clarksville* and (21 M.) *Tallulah Falls*.

Clarksville (1480 ft.; *Groves Ho.*, *Spencer Ho.*, $2) is a convenient point from which to explore the fine scenery of the Georgia portion of the *Blue Ridge Mts.* — The ***Tallulah Falls** (*Cliff House*, *Tallulah Lodge*, $2-3½), 400 ft. high, lie in the deep gorge of the *Tallulah* or *Terrora*, which here cuts across the Blue Ridge. — Other points of interest in this district are the *Valley of Nacoochee*, 8-10 M. to the N.W. of Clarksville, and the *Falls of the Eastatoia*, 15 M. to the N. of Tallulah Falls.

From (582 M.) *Lula* a branch-line runs to (39 M.) *Athens* (p. 428). — 594 M. *Gainesville* (1230 ft.; Arlington, Mount View, $2), a small town of 4382 inhab.; 617 M. *Suwanee* (1030 ft.). Farther on *Stone Mt.* (1685 ft.), a huge mass of granite, is seen to the left (in the distance).

648 M. **Atlanta** (**The Piedmont*, R. from $1½; *The Aragon; Kimball Ho.*, $2½-5, R. $1½-4; *Majestic*, $2½, R. from $1½; *Ballard*, from $2, R. from 50 c.; *Rail. Restaurant*), the capital of Georgia (the 'Gate City'), with 89,872 inhab., is a prosperous commercial and industrial city, and an important railway-centre (comp. pp. 426, 428, 442). It is well situated 1000-1100 ft. above the sea, and enjoys a healthy and bracing climate.

The chief point of interest in the history of Atlanta, which was founded in 1840, is its siege and capture (Sept. 2nd, 1864) by Gen. Sherman, who, after holding the city for two months, here began his famous 'March to the Sea' (comp. p. 440). The business-quarter was previously burned down, by design or by accident, but has been rebuilt on a finer and more modern plan. The great staples of Atlanta's trade are tobacco and cotton. Among its industrial products are cotton, fertilizers, furniture, patent medicines, car-wheels, flour, and iron (value in 1900, $16,700,000).

The city is laid out in the form of a circle, of which the radius is 3½ M. and the large *Union Depot* the centre. A little to the S. of the station is the **New State Capitol*, which contains a library of about 60,000 vols. and an interesting *Geological Collection*. A little to the N.W. is the *New Court House*; and farther to the N., beyond the railway, is the *Custom House*. The *City Hall*, the *Chamber of Commerce*, the *Opera House*, the **Carnegie Library* (of white marble), the *Century Building*, the *Empire Building*, the *Equitable Building*, the *Jewish Temple*, and the *First Methodist Church* are notable edifices. Among the chief educational establishments are the *Georgia School of Technology* (400 students; a branch of the University at

Athens (p. 428), the *Atlanta University* (300 coloured students), the *Agnes Scott Institute*, and the *Clark University* (600 coloured students). The finest private houses are in *Peachtree Street.* — In the suburb of *West End* is the home of *Joel Chandler Harris* ('Uncle Remus'). To the S. of the city are the large *McPherson Barracks.*

From Atlanta to Birmingham, 168 M., *Southern Railway* in 5½-6¼ hrs. — The chief intermediate station is (104 M.) **Anniston** (900 ft.; *Anniston Inn*, $ 2½-4; *The Calhoun*, *Wilmer Hotel*, from $ 2), beautifully situated among the foot-hills of the Blue Ridge. It is surrounded with rich beds of brown iron ore. Pop. (1900) 9695. Among its chief buildings are the fine *Church of St. Michael and All Angels*, the *Noble Institute for Boys and Girls*, and the *Barber Memorial Seminary*, for coloured girls (1898). — 168 M. *Birmingham*, see p. 426.

Our train now passes on to the tracks of the *Atlanta & West Point R. R.* — 656 M. *College Park*, with the large and handsome building of the Southern Female College. 687 M. *Newnan* (960 ft.), the junction of a line to Macon (p. 442). At (735 M.) *West Point* (585 ft.) we cross the *Chattahoochee*, enter *Alabama* ('Cotton Plantation State'), and join the lines of the *Western Railway of Alabama.* — 757 M. *Opelika* is the junction of branch-lines to (29 M.) *Columbus* and to *Birmingham* (p. 426).

Columbus (*Rankin Ho.*, $ 2½-4; *Racine*, $ 2½-3½) is a busy industrial town of 17,614 inhab., with large cotton, woollen, and flour mills.

From (784 M.) *Chehaw* a railway runs to (5 M.) *Tuskégee* (g hard), with its interesting Normal and Industrial School for coloured pupils (about 1500 in all), founded and conducted by Mr. Booker Washington, the distinguished coloured educationalist. The practical instruction in scientific agriculture is one of the most successful and interesting departments of the school. In 1903 Mr. Carnegie presented the Tuskégee Institute with $ 600,000 as the nucleus of an endowment fund. — Farther on the *Alabama River* runs to the right.

823 M. **Montgomery** (160 ft.; *Exchange*, $ 2½-4; *Glenmore*, $ 2½-3½; *Windsor*, $ 2-2½; *Mabson*, R. from $ 1; *Rail. Restaurant*), the capital and third city of Alabama, lies on the high left bank of the Alabama, at the head of navigation. It contains (1900) 30,346 inhab. and carries on a large trade in cotton (150,000 bales annually) and various manufactures. The dome of the *State House*, in which the Confederate Government was organized in Feb., 1861, affords a extensive view. In the grounds is a handsome *Confederate Monument.* The *Post Office*, *Court House*, *Carnegie Library*, and *City Hall* are large buildings. Montgomery, which dates from 1817, is surrounded by many old-fashioned plantation-residences. Hidden behind the houses in the street between the Post Office and the State House is an old *Slave Market*, with all its details intact. *Knabe's Drug Store* (unchanged) was the telegraph office from which the order to fire on Fort Sumter (p. 436) was despatched in 1861.

We now pass on to the *Louisville & Nashville R. R.* 867 M. *Greenville.* From (882 M.) *Georgiana* a branch-line leads to (48 M.) *Opp*,

and another thence to (23 M.) *Florala*, a new town on the border of Florida and Alabama. 904 M. *Evergreen;* 942 M. *Flomaton*, also a station on the line from *Selma* to *Pensacola* (p. 461). Farther on we cross the *Tensas* and *Mobile Rivers* and skirt the estuary of the last to —

1003 M. **Mobile.** — **Hotels.** Hotel Bienville, R. $1-2½; Battle House, R. $1-3; Windsor, Klosky's, R. from $1; Southern, $2-3. — *Railway Restaurant.* — Tramways traverse the chief streets (5c.). — Steamers ply to points on the Alabama and Tombigbee; also to New York, Liverpool, Tampa, Havana, Vera Cruz, etc. — Post Office, at the cor. of Royal and St. Francis Sts. — British Vice-Consul, *Mr. Nassau Stephens.*

Mobile, the largest city and only seaport of Alabama, lies on the W. side of the Mobile River, just above its entrance into *Mobile Bay*. It is situated on a plain, backed by low hills, and is well laid out. Its broad and quiet streets are shaded with magnolias and live oaks, and its gardens are fragrant with orange blossom and jessamine. The harbour is approached by a deep-water channel through Mobile Bay and now admits vessels of 30 ft. draught. At the entrance to the bay, 30 M. below the city, are two forts. Pop. (1900) 38,469.

Mobile was founded about 1710 by the Sieur de Bienville, who transferred the earliest French colony in this region from Biloxi (p. 422) to Mobile Bay. It was the capital of Louisiana down to 1723. In 1763 it passed, with part of Louisiana, to Great Britain; in 1780 it was handed over to Spain; and in 1803 it became part of the United States by the 'Louisiana Purchase', though the Government did not take possession until 1813. It was incorporated as a city in 1819, with 2500 inhab., a number that had increased to 20,515 in 1850 and to 32,034 in 1870. In 1864 the harbour was attacked and closed by Adm. Farragut. The city itself did not surrender to the Federal troops till April 12th, 1865.

The chief articles of Mobile's commerce are cotton, lumber and manufactured wood-products, grain, coal, and naval stores. The value of its exports in 1903 was $15,822,000. Its manufactures include shingles, barrel-staves, saddlery, bricks, cedar pencils, pearl buttons, cotton-cloths, cotton-seed oil, cordage, cigars, and beer.

The most ornate building in the city is the *Custom House & Post Office*, at the corner of Royal and St. Francis Sts., erected at a cost of $250,000 (50,000 *l.*). Other important edifices are the *Cotton Exchange*, the *Court House*, the *Young Men's Christian Association*, the *Barton Academy* (a large building with a dome), the *U. S. Marine Hospital*, the *City Hospital*, the *Providence Infirmary*, the *Medical College*, three club-buildings (the *Fidelia*, *Elks* and *Athelstan*), the *Masonic Temple*, the *City Bank & Trust Co. Buildings*, the *Southern Market and Armoury*, and the *Cathedral of the Immaculate Conception*. The most beautiful private residences are in the shady **Government Street*. In Duncan Place, at the foot of Government St., near the Union Station, is a statue of *Raphael Semmes* (1809-77), commander of the famous Confederate cruiser 'Alabama' in the Civil War. The **Shell Road*, extending for 8 M. along the Bay, is the favourite drive.

About 6 M. to the W. is *Spring Hill* (electric tramway; hotel), with a large Roman Catholic College (185 students). Halfway to it we pass a large Roman Catholic Convent and Academy for Girls. — *Monroe Park* is a pop-

ular resort on the Shell Road (also reached by tramway). At the S. end of the Shell Road is *Frederic's Restaurant* (fish, game, and oysters). — More distant resorts of the Mobilians are *Point Clear* (Grand Hotel, $ 2½), on the E. shore of the Bay. *Citronelle* (Hygeia Hotel, $ 1½), 30 M. to the N., *Alabama Port*, on the W. shore of the Bay, and *Coden* and *Bayou La Batre*, on the Gulf Coast, 33 M from the city.

Beyond Mobile the train runs near the *Gulf of Mexico*, of which it affords occasional views to the left. It traverses a characteristic Southern landscape, passing savannahs, cane-brakes, and pine forest, and crossing several 'bayous'. Palmettoes and moss-draped live-oaks are among the most characteristic vegetation. Beyond (1028 M.) *Grand Bay* we enter *Mississippi* ('Bayou State'). At (1044 M.) *Scranton* we pass on a low trestle across the several forks of the *Pascagoula River* just above their entrance into the bay of the same name. 1060 M. *Ocean Springs* (Ocean Springs Ho., $ 2-5), a seaside resort with two chalybeate springs. At (1064 M.) *Biloxi* (Hotel de Montross, $ 2-3; Brit. vice-consul, Mr. J. J. Lemon), where we cross another trestle, the Sieur de Bienville erected a fort in 1690, before he transferred his colony to Mobile (p. 421). — Jefferson Davis had his country-home at (1069 M.) *Beauvoir*, where he died in 1889. The house has been converted into a Home for Veterans of the Confederate Army. — 1073 M. *Mississippi City*, a seaside-resort known for its excellent mackerel fishing. — 1076 M. *Gulfport* (Great Southern Hotel, with 250 rooms, from $ 1), the terminus of the *Gulf & Ship Island R. R.* to (159 M.) Jackson (p. 403), has a railway-pier extending 1 M. into Mississippi Sound. It possesses the only deep-water harbour between Mobile and New Orleans and exports great quantities of pine lumber to domestic and foreign ports.

1086 M. **Pass Christian** (**Mexican Gulf Hotel*, $ 2½-5; *Crescent*, $ 3-5; *Monsal*, *Magnolia*, $ 2-3) is the largest and most fashionable of the summer and winter resorts on the 'Gulf Coast'. On leaving it we cross a long trestle of creosoted timber to (1091 M.) *Bay St. Louis* (Clifton, from $ 1½), a flourishing little town with 2372 inhabitants.

Beyond (1103 M.) *Claiborne* we cross the *Pearl River* and enter *Louisiana* ('Pelican State'). Farther on we cross the outlet of *Lake Pontchartrain* (p. 466) and traverse the peninsula between it and *Lake Borgne*. *Lake Catherine* (r.) is an arm of the former. 1106 M. *Dunbar*, a noted fishing centre, formerly known as *English Lookout*, from its occupation by the British army in 1812. — 1117 M. *Lake Catherine Station;* 1123 M. *Chef Menteur;* 1142 M. *Pontchartrain Junction*. In entering New Orleans, the train runs down the middle of the wide street named the 'Champs Elysées'.

1144 M. **New Orleans**, see R. 81.

b. Viâ Southern Railway, Norfolk & Western Railway, and Chattanooga.

1111 M. in 34¾ hrs. SOUTHERN RAILWAY to (173 M.) *Lynchburg;* NORFOLK & WESTERN Ry. thence to (377 M.) *Bristol;* SOUTHERN RAILWAY thence to (619 M.) *Chattanooga;* QUEEN & CRESCENT ROUTE thence to (1111 M.) *New Orleans* (through-fare $ 27.50; sleeper $ 6.50). — Passengers from New York are forwarded in through-sleepers (through-fare $ 34, sleeper $ 9).

From *Washington* to (173 M.) *Lynchburg*, see p. 417. We now pass on to the tracks of the Norfolk & Western Railway, thread a tunnel, and begin to ascend towards the Blue Ridge Mts. The finely-shaped **Peaks of Otter* (3875-4000 ft.) are seen to the right. They are best reached by carriage (7 M.) from (198 M.) *Bedford* (950 ft.; Hot. Bedford, $ 2½-3), a small town with 2416 inhab. and various industries. To the right, beyond it, is the handsome *Randolph-Macon Academy.* — At (215 M.) *Blue Ridge* (1240 ft.), with mineral springs and a hotel ($ 3), we begin to descend on the other side of the crest.

226 M. **Roanoke** (910 ft.; **Hotel Roanoke*, $ 2½-5; *Ponce de Leon*, $ 2½-4; *Stratford*, $ 2½; *St. James*, $ 2), finely situated on the *Roanoke*, among the Blue Hills, has grown since 1880, from the insignificant hamlet of *Big Lick* (500 inhab.), to a busy city of 21,495 inhab., with large machine, iron, bridge, carriage, and oth r manufactories. It is the junction of various branches of the Norfolk & Western R. R. (through the *Shenandoah Valley* to *Hagerstown*, see p. 429; to *Norfolk*, see p. 414; to *Winston-Salem*).

From (233 M.) *Salem* (1005 ft.) stages run to (9 M.) *Roanoke Red Sulphur Springs* (Hotel, $ 2). 246 M. *Elliston* (1250 ft.); 250 M. *Shawsville* (1470 ft.), the station for (3 M.) *Allegheny Springs* (stage); 254 M. *Montgomery*, for (1 M.) *Montgomery White Sulphur Springs* (tramway); 259 M. *Christiansburg* (2005 ft.), for (3 M.) *Yellow Sulphur Springs* (stage; Hotel, $ 2½). — 270 M. *East Radford* (1770 ft.; Norwood Hotel, $ 2), on New River, is the junction of the Ohio Extension (New River Branch) of the N. & W. R. R.

FROM EAST RADFORD TO COLUMBUS, 403 M., railway in 14½ hrs. — This line descends through the Alleghenies along the left bank of the *New River*. 22 M. *Pembroke* (1620 ft.); 26 M. *Big Stone Junction* At (39 M.) *Glen Lyn* it leaves the New River and ascends to (65 M.) *Bluefield*, beyond which it traverses the great *Pocahontas Coal Field*. From (76 M.) *Bluestone Junction* a short branch-line runs to (1 M.) *Pocahontas*. Beyond (77 M.) *Cooper* we thread a tunnel the sides of which are of coal. We then descend to the *Elkhorn* and *Tug River*, passing below a corner of Kentucky by a long tunnel at (158 M.) *Thacker* From (186 M.) *Naugatuck* we descend the *Twelve Pole River* to (270 M.) *Kenova*, at the confluence of the *Ohio* and the *Big Sandy*. We cross the former river and enter *Ohio*. 282 M. *Ironton*. At (309 M.) *Portsmouth* we leave the Ohio and ascend the Scioto Valley, which is full of interesting remains of the 'Mound Builders' (comp. p. lxvi). Some of the most extensive of these are near Portsmouth, which is 35 M. by railway from *Peebles* (*Serpent Mound;* p. 387). Near (333 M.) *Piketon* is a remarkable '*Graded Way*', 1080 ft. long. 358 M. *Chillicothe* (p. 383) also lies amid numerous mounds and circles. 378 M. *Circleville*. — 409 M. **Columbus**, see p. 327.

285 M. *Pulaski* (1920 ft.; Maple Shade Inn, open in summer only, $ 3; Pulaski, Arlington, $ 2), a busy little iron and zinc making

town with 2813 inhab., is connected by a branch-line with the *Cripple Creek District*, with its rich deposits of brown hematite iron oré. 293 M. *Max Meadows* (2030 ft.; inn); 306 M. *Wytheville* (2240 ft.; Fourth Avenue, $2; Hancock, Boyd, $1½), a frequented summer-resort. To the S. (left) are the *Lick Mts.*, here dividing the valley into two branches. 319 M. *Rural Retreat* (2575 ft.), the highest point on the line; 333 M. *Marion* (2135 ft.), with the State Insane Asylum; 349 M. *Glade Spring;* 362 M. *Abingdon.*

377 M. **Bristol** (1690 ft.; *Hamilton, St. Lawrence,* $2-2½), an industrial city and tobacco market with 4579 inhab., lies on the boundary between Virginia and *Tennessee.* — The scenery continues picturesque. — 402 M. *Johnson City* (1640 ft.), with a new Soldiers' Home (room for 3500 inmates).

A narrow-gauge railway, known as the '*Cranberry Stem Winder*', ascends through the *Doe River Cañon* (1500 ft. deep) and up **Roan Mt.** to (26 M.) *Roan Mt. Station* and (34 M.) *Cranberry.* From Roan Mt Station stages ($2) run to (12 M.) the *Cloudland Hotel* ($2½), on the summit (6315 ft.), the highest human habitation to the E. of the Rocky Mts. The °View hence is very extensive, some authorities considering it the finest in Western North Carolina (comp. p. 430). The rhododendrons and azaleas are at their best between June 20th and July 10th. Excursions may be made hence over the mountain-roads to *Hot Springs* and (80 M.) *Asheville* (p. 431).

On a hill to the left as we leave (454 M.) *Greenville* is the grave monument of *Andrew Johnson* (1808-75), a resident of the district. — 466 M. *Morristown* (1280 ft.), the junction of the line to Asheville and Salisbury described in R. 69.

A short branch-line runs hence to *Bean's Station,* 1½ M. from which lie *Tate Springs* (Hotel, $2½-3½), among the *Clinch Mts.* (4200 ft.).

Beyond Morristown we enjoy frequent glimpses of the *Holston River*, which we cross before reaching Knoxville.

508 M. **Knoxville** (900 ft.; *Imperial,* $2½-5; *Cumberland,* $2-3; *Palace,* $1½), the chief city of E. Tennessee, is finely situated among the foothills of the *Clinch Mts.*, on the *Tennessee River*, formed 4 M. farther up by the junction of the *Holston* and the *French Broad.* Pop. (1900) 32,637 (with suburbs, over 50,000). It is the centre of the Tennessee marble district, in which 600,000 tons of this beautiful stone are annually quarried. It has a large trade in country produce and various manufactures. About a dozen different lines radiate from its two railway stations. Among the chief buildings are the *University of Tennessee* (600 students), the *Agricultural College* (belonging to the University), the *Custom House*, the *Court House*, the *Deaf & Dumb Institute*, the *City Hospital*, the *Hospital for the Insane*, the *Knoxville College* (coloured students), and the *City Hall.*

Knoxville claims to have been besieged thrice, but never captured. Visits may be paid to the *National Cemetery*, *Gray Cemetery*, *Chilhowee Park* (E.), and *Magnolia Park* (N.), for negroes. The Tennessee is crossed at Knoxville by an aërial tramway, 350 ft. above the river, leading to a pleasure-resort on the opposite bank.

Mountaineers may go by train to (16 M.) *Maryville* (Jackson Ho., $2), 25 M. (drive) from **Thunderhead Peak** (5520 ft.), one of the finest of the *Great Smoky Mts.* (ascent, with guide, in 7-8 hrs.; °View). — Not far off to the E. is a reservation containing about 1800 *Cherokee Indians.*

A branch of the SOUTHERN RAILWAY runs from Knoxville to (65 M.) *Cumberland Gap (1665 ft.), the chief pass across the *Cumberland Mts.*, between Virginia and Kentucky, and to (69 M.) Middlesboro (*The Middlesborough*, from $ 2; *Cumberland Ho.*, $ 2), a small iron-making town with 4162 inhabitants. In approaching the Gap the railway passes through a tunnel, 3750 ft. long, which begins in Tennessee, passes under a corner of Virginia, and comes out in Kentucky. The *Lincoln Memorial University*, adjoining the Gap, is attended by 400 students.

R ilways also run from Knoxville to *Louisville* (p. 395), *Atlanta* (p. 419), etc.

The part of the Alleghenies bounding the S. horizon at this part of our route is known as the **Great Smoky Mts.** (5-6000 ft.), familiar to the readers of *Charles Egbert Craddock's* novels. At (537 M.) *Loudon* (815 ft.) we cross and quit the *Tennessee River*. 563 M. *Athens* (930 ft.), with the preparatory department of Grant University (left; see below).

At (590 M.) *Cleveland* (880 ft.; Ocoee Ho., $ 2), an industrial city with 3858 inhab., the railway forks, one branch running viâ Rome to Atlanta, Macon, and Brunswick (see p. 426), while our line leads viâ Chattanooga to Birmingham and New Orleans.

The line from Cleveland to Brunswick unites with that from Chattanooga to Brunswick at (15 M.) *Cohutta* (see p. 426).

Farther on we cross the *Citico Creek* and thread a tunnel.

619 M. Chattanooga (685 ft.; *Stanton House*, near the Central Station, $ 2½-5; *Read Ho.*, with an excellent restaurant, R. from $ 1; *Southern Hotel*, $ 2½-3, these two near the Union Station; *Railway Restaurants*), the fourth city of Tennessee, with 30,154 inhab., lies on the left bank of the Tennessee, in the centre of a district rich in iron, coal, and timber. Its progress of late has been very rapid, and its manufactures (value in 1900, $ 12,000,000) and trade are of considerable importance. The river is navigable to this point during the greater part of the year, and railways diverge in all directions. The large *Grant University* (Methodist) is attended by 900 students (incl. those at Athens, see above). Gen. Grant's headquarters in 1863 (1st St., near Walnut St.) are denoted by a bronze tablet, and various other points of interest are also marked.

Chattanooga was a point of great strategic importance during the Civil War, and several battles were fought in the neighbourhood (comp. p. xlv). The best general idea of the military operations is obtained from ***Lookout Mt.** (2125 ft.), which rises to the S. of the city and commands a superb *View, extending into seven states. The top may be reached by carriage-road, or by an inclined plane with cable-railway connecting with the electric tramway from the town, and ending near the large **Lookout Inn** ($ 3-5; 1000 beds, incl. the cottages). A tramway (*Views) runs from the head of the inclined plane along the crest of the mountain, skirting the point where the 'Battle above the Clouds' took place on Nov. 24th, 1863, to *Lunar Lake*, *Sunset Rock* and (3 M.) *Natural Bridge*. To the E. rises *Missionary Ridge* (also ascended by an electric tramway), which gave name to the battle of Nov. 25th, 1863. Another tramway (return-fare 25 c.) runs from the town across the ridge to the battlefield of *Chickamauga* (Sept. 19th-21st, 1863), perhaps the bloodiest battle of modern days (33,000 men killed or wounded out of 124,000 engaged). About 15 sq. M. of this battlefield and of that of Lookout Mountain and of Missionary Ridge, have recently been laid out as a national park (*Park Hotel*, near Crawfish

Springs, $2; carriages in waiting at the tramway terminus for drives over the battlefield, charges reasonable). Numerous memorial monuments have been erected, and the positions of the battle-lines and batteries have been marked, in many instances with the guns actually used in the battles. The park contains 100 M. of drives. Other battlefields lie a little farther to the E. The pretty *Lulu Falls* are easily reached from Lookout Inn. — The *National Soldiers' Cemetery*, with 13,000 graves, lies to the E. of the city. — Chicamauga was the site of one of the great mobilisation camps (50,000 men) in the war with Spain (1898).

From Chattanooga to Brunswick, 432 M., railway (*Southern Railway*) in 13-14½ hrs. At (27 M.) *Cohutta* this line joins the line from Cleveland (see p. 425) and enters *Georgia*. 80 M. **Rome** (*Armstrong Hotel*, $ 2½-4½; *New Central*, $ 2), one of the chief cities of N. Georgia, with 7291 inhab. and considerable manufactures, is the junction of lines to Anniston (p. 450), Attala (see below), and other points. The railway now runs towards the S.E. and passes near several battlefields. — 154 M. **Atlanta**, see p. 419. From (205 M.) *Flovilla* a steam-tramway runs to *Indian Springs* (The Wigwam, $ 2½). — 242 M. **Macon**, see p. 442. — 281 M. *Cochran;* 300 M. *Eastman* (De Leitch Ho., $ 2), a winter-resort; 318 M. *Helena*. At (390 M.) *Jesup* we intersect the Atlantic Coast Line from Savannah to the S. (see R. 75b) and at (410 M.) *Everett* the Seaboard Air Line (R. 75c). — 432 M. **Brunswick** (*Oglethorpe*, from $ 2½; Brit. vice-consul, *Mr. Rosendo Torras*), a rising cotton-shipping port and winter-resort, with 9031 inhab., is situated on the *Brunswick River*, near its embouchure in the Atlantic Ocean. The value of its exports and imports in 1903 was $ 29,176,932. The 'Wanderer', the last slave-ship to cross the ocean, landed her 500 slaves at Brunswick. The historic *St. Simon's Island* (Ocean View, $ 1½-2) and other pleasant resorts are in this vicinity. Steamer from Brunswick to Savannah and Florida, see p. 443.

From Chattanooga to Memphis, 310 M., *Southern Railway* in 10-11½ hrs. — The line enters *Alabama*, crosses the Tennessee at (30 M.) *Bridgeport*, and runs towards the W. 38 M. *Stevenson* is the junction of a line to Nashville (p 399). 97 M. *Huntsville* (610 ft.; Huntsville Hotel, $ 2½-3, open in winter only; Monte Sano, a summer-hotel on a spur of the Cumberland Mts., 1700 ft. above the sea, $ 2-4), with 15,000 inhab., was formerly the capital of the state. — We recross the Tennessee to (122 M.) **Decatur** (570 ft.; *Bismarck*, *American Hotel*, $ 2), a little iron-making city with various manufactures. Including the adjacent *New Decatur City* (New Decatur Hotel, $ 2) it has (1900) 7551 inhabitants. — 165 M. *Tuscumbia*, with the adjacent *Sheffield* and *Florence* (across the Tennessee), has an industrial population of 12,160. Before reaching (196 M.) *Iuka* (555 ft.) we leave the Tennessee and enter *Mississippi*. — 217 M. *Corinth* was a place of some strategic importance in the War and was occupied by Gen. Beauregard after the two days' fight at Shiloh (10-12 M. to the N.; April 6-7th, 1862), in which Gen. Johnston lost his life and the Confederates were defeated by Grant and Buell. Afterwards Corinth was occupied by the Unionists under Rosecrans, who repelled a desperate attempt to take it (Oct. 3rd-4th, 1862). — 258 M. *Grand Junction*. — 310 M. **Memphis**, see p. 401.

From Chattanooga to *Lexington* and *Cincinnati*, see R. 62a.

Beyond Chattanooga the New Orleans train runs to the S.W. across Alabama on the tracks of the *Queen & Crescent Route* (see p. 423). This traverses the scene of the Indian Wars of 1811 and subsequent years. Many names and other features bear witness to the early French settlers (1805). 669 M. *Fort Payne* (860 ft.); 705 M. *Attala* (580 ft.), the junction of lines to Decatur (see above) and Rome (see above).

761 M. **Birmingham** (580 ft.; *Hillman*, *Florence*, from $ 2; *Metropolitan*, *Morris*, R. from $ 1), a busy manufacturing city in *Jones Valley*, founded in 1871 and containing 38,415 inhab. in

1900 (and very much larger with its suburbs), owes its rapid growth, phenomenal among southern cities, to the vicinity (3 M.) of *Red Mountain*, which contains inexhaustible stores of hematite iron ore in conjunction with abundant coal and limestone. Its activity is exhibited in large rolling mills, iron-furnaces, foundries, machine shops, a large basic steel mill, etc. (total value of products in 1900, $ 12,581,000). Railways (steam and electric) radiate hence in all directions. — 772 M. *Bessemer* (600 ft.; Grand Hotel, $ 2½), founded in 1887, contained 6358 inhab. in 1900 and is already an iron-making place of considerable importance. — 817 M. *Tuscaloosa* (160 ft.; Hotel McLester, from $ 2), a characteristic old-time Southern town of the best type, at the head of steamboat-navigation on the *Black Warrior River*, has 5094 inhab. and is the site of the *University of Alabama* (400 students). Its residence-streets contain many fine old Colonial houses and are shaded with magnificent oaks. It carries on a large trade in agricultural produce. — At (892 M.) *Cuba* we enter *Mississippi*. — 915 M. **Meridian** (320 ft.; *Southern*, $ 2½-3; *Grand Avenue*, $ 2), an industrial city with 14,050 inhab., is the junction of lines to *Vicksburg* (p. 401), *Corinth* (p. 426), and *Mobile* (p. 421). — We reach *Louisiana* at (1067 M.) *Nicholson*. In entering New Orleans we cross *Lake Pontchartrain* (p. 466) by a trestle-bridge about 7 M. long.

1111 M. **New Orleans**, see p. 461.

c. Viâ Seaboard Air Line and Atlanta.

1191 M. Railway in 36 hrs. (fares as above). Richmond, Fredericksburg, and Potomac R. R. from Washington to (116 M.) *Richmond;* Seaboard Air Line from Richmond to (695 M.) *Atlanta;* Atlanta & West Point R. R. from Atlanta to (870 M.) *Montgomery;* Louisville & Nashville R. R. from Montgomery to (1191 M.) *New Orleans*.

From Washington to (116 M.) *Richmond*, see R. 65; from Richmond to (139 M.) *Petersburg*, see p. 416. The line continues to run towards the S. 154 M. *Dinwiddie;* 163 M. *McKenney;* 180 M. *Cochran;* 195 M. *La Crosse;* 202 M. *Bracey*. We now enter *North Carolina*.

214 M. **Norlina**, a new and growing settlement, is the junction of the Seabord Air Line branch to *Portsmouth* and *Norfolk* (p. 414).

Our route runs towards the S.W. 217 M. *Ridgeway;* 229 M. *Henderson* (3746 inhab.), the junction of a line to Durham (p. 418); 246 M. *Franklinton;* 256 M. *Wake Forest*, with a large college; 263 M. *Neuse*.

272 M. **Raleigh** (320 ft.; *Yarborough House*, $ 2½-4; *Dorset*, $ 2), the capital of North Carolina, with 13,643 inhab., lies on high ground near the centre of the state. The *State House* stands in *Union Square*, in the centre of the city. Among other large buildings are *St. Mary's College* (pleasant grounds), the *Peace Institute*, the *Baptist University* (these three for girls and young women), the *Agricultural & Mechanical College* (500 students), *Shaw University* (490 coloured students), the *State Insane Asylum*, the *State Geological*

Museum, and the *Post Office*. A drive may be taken to the *Old*, *Confederate*, and *Federal Cemeteries* (views).

From Raleigh to *Durham* and *Greensboro*, to *Goldsboro*, and to *Norfolk*, see p. 418.

Beyond Raleigh our line continues towards the S.W. 309 M. *Moncure* is the junction of a short line to *Pittsboro*. — At (315 M.) *Sanford* we connect with the Atlantic Coast and Southern railways.

From (328 M.) *Cameron* a short branch diverges to (10 M.) *Carthage*. — 341 M. **Southern Pines** (600 ft.; **Piney Woods Inn*, $ 2-4; *Southern Pines Ho.*, $ 2-4, open all the year), a pleasant winter-resort, situated on dry sandy soil, in the heart of the long-leaved pine belt of N. Carolina (average winter-temperature 44° Fahr.).

A light railway runs towards the W. from Southern Pines, through peach-orchards, to (6 M.) *Pinehurst* (Carolina, from $ 5; Holly Inn, $ 2½; Harvard, open all the year round, $ 2), a winter-resort among the pines, with a casino, a deer-park, and other attractions.

370 M. *Hamlet* (Rail. Restaurant) is the point where the New Orleans line diverges from the Seaboard route to Florida (R. 75 b). At (395 M.) *Wadesboro* we intersect the Atlantic Coast Line. 423 M. *Monroe* is the junction of a line to (104 M.) *Rutherfordton*. Near (435 M.) *Waxhaw* we enter *South Carolina* (p. 418). At (447 M.) *Catawba* we intersect the Ohio River and Charleston Railway; at (467 M.) *Chester* we cross the Southern Railway from Charlotte to Columbia; and at (484 M.) *Carlisle* we cross the same railway's branch between Columbia and Spartanburg (p. 418). 513 M. *Clinton* is another point of connection with the Southern Railway System; 541 M. *Greenwood* and (556 M.) *Abbeville* connect both with the Southern Railway and with the Central of Georgia R. R. At (571 M.) *Calhoun Falls* we cross the *Savannah* and enter *Georgia* (p. 419). 588 M. *Elberton*. — 622 M. **Athens** (850 ft.; *Commercial*, *Imperial*, *Windsor*, all $ 2), a small town with 10,245 inhab., on the *Oconee River*, is the educational centre of Georgia. It is the seat of the *University of Georgia* (2000 students), and among its other educational establishments may be mentioned the *Lucy Cobb Institute for Girls* and the *Georgia Normal College*. It is the junction of lines to Macon, Lula (p. 401), Augusta-Olar-Charleston (p. 445), and various other points. — 660 M. *Lawrenceville;* 677 M. *Tucker*.

695 M. **Atlanta**, and thence to —

1191 M. **New Orleans**, see R. 67 a.

68. From Hagerstown to Bristol. The Shenandoah Valley.

380 M. Norfolk & Western Railway in 13¾ hrs. (fare $ 11.70; parlor-car $ 2, sleeper $ 3). — Passengers from New York and the North (New York to Bristol in 19 hrs.) reach Hagerstown viâ *Philadelphia*, *Lancaster*, and *Harrisburg* (comp. p. 288); those from Baltimore and Washington join the route at *Shenandoah Junction* (comp. pp. 328, 429).

Hagerstown, see p. 288. The line runs towards the S., traversing the battlefield of **Antietam** (p. xliv), one of the bloodiest in the Civil War. 6 M. *St. James* (465 ft.). — The village of (14 M.) *Antietam* (445 ft.) is 1½ M. from *Burnside Bridge*, the scene of the heaviest fighting on Sept. 17th, 1862, and about the same distance from *Sharpsburg*, the field of another severe contest. At Sharpsburg is a National Cemetery, with the graves of 5000 soldiers. Numerous posts and tablets commemorate the chief incidents in the battle of Antietam. One monument commemorates the part played in the battle by President McKinley, then a sergeant in an Ohio regiment. — We now quit *Maryland* and enter *West Virginia*. At (17 M.) *Shepherdstown* we cross the *Potomac*.

23 M. *Shenandoah Junction* (515 ft.), for lines to Baltimore and Washington (see R. 45), Martinsburg (p. 328), and Cumberland (p. 329). We here begin to ascend the lovely ***Shenandoah Valley**, which, in addition to its natural beauties, offers the interest of the campaigns of the Civil War.

The so-called ***Valley of Virginia**, stretching between the Blue Ridge and the Allegheny Mts. for about 300 M., covers 7500 sq. M. of ground and includes the whole or part of the valleys of the Shenandoah, James, Roanoke, and New River. It was the scene of many conflicts during the war, including Stonewall Jackson's skilful operations against Pope, Banks, Fremont, and Shields (1862) and Sheridan's brilliant cavalry feats (1864).

The Shenandoah runs at first to the left, at some distance. Beyond it rise the *Blue Ridge Mts.* 28 M. *Charlestown* (517 ft.), the scene of John Brown's execution (p. 328), was so called after Col. Charles Washington, a brother of the first President. We cross the river at (59 M.) *Riverton* (500 ft.), which lies at the confluence of the N. and S. forks of the Shenandoah. We follow the S. fork (to our left). The Shenandoah Valley is here divided into two branches by *Massanutton Mt.*, an offshoot of the Alleghenies, which is now conspicuous to the right. — 62 M. *Front Royal*.

88 M. **Luray** (820 ft.; *Mansion Inn*, $2; *Laurence*, open in summer only, $2), with 1150 inhab., finely situated on the *Hawksbill*, 5 M. from the Blue Ridge and 3-4 M. from Massanutton. It is frequented by thousands of visitors to the **Luray Cavern**, justly ranked among the most wonderful natural phenomena of America.

To reach the cave from the station (seat in vehicle there and back 35 c.) we ascend the main street of the village to (15-20 min.) the top of the hill, where we see (to the right) the conical hill containing the caves and the cottage at the entrance (adm. $1, after 8 p.m. $1½; electric lights extra in winter; description of the cave 25 c.). The ***Cavern of Luray** is probably 'more completely and profusely decorated with stalactite and stalagmitic ornamentation' than any other in the world, surpassing even the celebrated Adelsberg Cave in this respect. Appropriate names have been given to the more important formations, which are often as beautiful in colour as in shape. Some of the chambers are very large and lofty. Small lakes, rivers, and springs occur. The cavern has a pleasant uniform temperature of 54-58°, is traversed by dry and easy paths, and is brilliantly lighted by electricity, so that a visit to it involves little fatigue. It takes about 2-3 hrs. to see the parts usually shown to visitors.

Visitors to Luray may also ascend **Stony Man** (4030 ft.), one of the

highest of the Blue Ridge summits, which rises 5 M. to the E. and commands a fine view (one day; horses can go nearly all the way to the top). Accommodation may be obtained at (9 M.) *Stony Man Camp* ($2), near the top. — Luray is also a good centre from which to visit many of the battlefields of the Virginia Valley campaign.

Beyond Luray the scenery of the valley continues to increase in picturesqueness. 106 M. *Shenandoah*, with iron-works and railway workshops. — 129 M. *Grottoes* or *Shendun* (1120 ft.; Hotel Fulton, $2) is the station for a visit to the *Grottoes of the Shenandoah (Weyer* and *Fountain Caves)*, which lie 1/2 M. from the railway.

The grottoes (adm. $1) are lighted by electricity and are easily explored (2-3 hrs.). The stalactites and stalagmites vie with those of Luray.

At (143 M.) *Basic City* (Belmont, $2; Brandon Hotel, open in summer only, $2–3), a new industrial settlement, we intersect the C. & O. Ry. (see p. 381). Near (167 M.) *Vesuvius* (1420 ft.) are the *Crabtree Falls*. 185 M. *Buena Vista* is another of the busy little towns that have recently sprung up to develop the mineral resources of the district. We cross the *South River*.

198 M. *Natural Bridge Station* (760 ft.), on the *James River*, 2 1/2 M. from the *Natural Bridge* (hotel-omnibuses meet the trains; fare 50 c.). The C. & O. Ry. has also a station here.

The ****Natural Bridge of Virginia** (1500 ft. above the sea) is a huge monolithic limestone arch, 215 ft. high, 100 ft. wide, and 90 ft. in span, crossing the ravine of the *Cedar Brook*. It seems to be a remnant of a great horizontal bed of limestone rock that entirely covered the gorge of the brook, which originally flowed through a subterranean tunnel. The rest of this roof has fallen in and been gradually washed or worn away. The bridge is finely situated in a beautiful amphitheatre, surrounded by mountains. Adjacent is a group of not very first-class hotels (*Appledorf-Pavilion*, $ 2 1/2-3). A kind of *Park* has been formed, embracing the five hills named *Lebanon*, *Mars Hill*, *Mt. Jefferson*, *Lincoln Heights*, and *Cave Mt.*; and drives and bridle-paths have been constructed in all directions.

The pathway to the foot of the bridge (adm. 50c.) descends along a tumbling brook, overhung by grand old arbor vitæ trees. The *View of the arch from below is very imposing. Among the names upon the smooth side of the archway is that of George Washington (W. side, about 25 ft. up), which was the highest of all until a student named Piper actually climbed from the bottom to the top of the arch in 1818. We pass under the bridge and follow the path up the glen to (1 M.) the small but pretty *Lace Falls*, passing *Saltpetre Cave*, *Hemlock Island*, and the *Lost River*. We then return to the gate-house and follow the road crossing the bridge, so as to enjoy the *Views from the top (from *Pulpit Rock*, *Cedar Cliff*, etc.). A pleasant path leads from the bridge along the edge of *Rock Rimmon*, on the top of the right (W.) bank of the ravine of Cedar Brook (views). — Continuing to follow the road we soon come in sight of the (3/4 M.) view-tower on *Mt. Jefferson*, which commands a splendid *View of the Blue Ridge (E.), the Peaks of Otter (S.E.; p. 422), Purgatory Mt. (S.), House Mt. (N.), and North Mt. (W.). — The view from *Mt. Lincoln* is said to be even better.

239 M. *Roanoke*, and thence to (390 M.) *Bristol*, see R. 67b.

69. From Salisbury to Asheville and Morristown.

228 M. Southern Railway to (141 M.) *Asheville* in 4 1/2-5 1/2 hrs. (fare $ 4.60; sleeper $ 2); to (228 M.) *Morristown* in 6 1/2-9 hrs. (fare $ 7.30; sleeper $ 2). From New York to *Asheville* in 21-25 hrs. (fare $ 21.45; sleeper $ 5).

This railway gives access to the beautiful scenery of **Western North Carolina** ('Land of the Sky'), which may be described as a plateau with an average altitude of 2000 ft., 250 M. long and 25 M. wide, bounded by the *Great Smoky Mts.* (p. 425) on the W. and by the *Blue Ridge* (p. 429) on the E. It is crossed by several spurs of the main chain, including the *Black*, the *Balsam*, the *Pisgah*, the *Cowee*, and the *Nantahala* ranges. Many of these are higher than the main chains, the Black Mts. alone containing 19 peaks over 6000 ft. in height. The district is watered by numerous rivers that rise in the Blue Ridge and flow with a steep decline and rapid current across this plateau, cutting through the Great Smokies on their way to the Mississippi. The *French Broad*, the *Pigeon*, the *Tuckaseegee*, and the *Little Tennessee* are the chief of these. In this way the country is cross-sectioned into many smaller valleys, affording endless variety of scenery. The fact that even the highest mountains are densely wooded to their tops adds much to the picturesqueness and softens the outlines of the landscape.

Salisbury, see p. 418. The line runs towards the W. 26 M. *Statesville* (955 ft.) is the junction of lines to *Taylorsville* and *Charlotte* (p. 418). Near (38 M.) *Catawba* we cross the *Catawba*. 48 M. *Newton* (1070 ft.). The main *Blue Ridge* (p. 429) soon comes into sight on the right, while various spurs are seen in the distance to the left. — 58 M. *Hickory* (1140 ft.; Hickory Inn, $2-3, meal 75 c.).

From Hickory a narrow-gauge railway runs to (20 M.) *Lenoir* (Lenoir Inn, Clark, Commercial, all $2), whence a drive of 4 hrs. brings us to **Blowing Rock** (*Blowing Rock Hotel*, $ 2-2½; *Green Park Ho.*, from $2), 2 M. from the famous precipice and mountain of this name (4000 ft.). The *View from the latter is superb, including the *Grandfather* (5895 ft.) on the W., the *Pilot Mt.* (2435 ft.), 100 M. to the E., *King's Mt.* (1650 ft.) to the S., and *Mitchell's Peak* (p. 432) to the N. There are several pretty waterfalls and other points of interest in the vicinity.

To the left, at (79 M.) *Morganton* (1185 ft.), is the large State Lunatic Asylum. We enter the mountain-district proper at (111 M.) *Old Fort* (1450 ft.) and ascend abruptly through a romantic gorge, with its rocky walls overgrown by rhododendrons (in blossom in June). The engineering of the railway here is interesting, with its numerous loops, tunnels, cuttings, and bridges; at one point four sections of the line lie perpendicularly one above the other. At the head of the gorge we thread a long tunnel and reach the plateau of *Western North Carolina* (see above). — 125 M. *Black Mt. Station.*

About 2 M. from this station (good road) lies *Montreat* (Hotel Montreat, $ 3), beautifully situated at the headwaters of the Swannanoa. It forms a convenient starting-point for the ascent of *Mt. Mitchell* (p. 432) and other peaks.

139 M. *Biltmore* (see p. 432).

141 M. **Asheville.** — **Hotels.** Battery Park Hotel, on a hill above the town, from $ 4; Kenilworth Inn, 2 M. from Asheville, near Biltmore, see p. 432, from $5, open all the year; *The Manor, with several cottages, in Albemarle Park, $3-4 according to season; *Victoria Inn, $ 2½-3½, on a hill, with fine view; Swannanoa, from $ 2½; Berkeley, from $ 2; Glen Rock, at the station, $2. — *Electric Tramway* to the station (1½ M. from the centre of the town) and to Biltmore and other suburbs (5 c.).

Asheville (2350 ft.), finely situated at the junction of the *Swannanoa* and the *French Broad*, is the chief town of the district and is widely known as a health-resort for patients suffering from pulmonary and other ailments. Pop. (1900) 14,694. About 70,000 persons

visit Asheville annually, Southerners frequenting it for its comparative coolness in summer (mean temp. 72°) and Northerners for its mildness in winter (39°) and spring (53°; chief seasons, July and Aug., Feb. and March). Its climate is dry and bright, and there are usually few days in the year in which out-door exercise is not enjoyable. It is said to be pre-eminently suitable for early stages of phthisis, while sufferers from asthma, hay fever, nervous prostration, and the after-effects of fever all derive benefit from a sojourn in Asheville. The environs are full of scenic attractions and offer abundant opportunities for pleasant walks, rides, and drives.

Walks. *Beaumont*, 1/2 M. to the E.; grounds open to visitors. — *Fernihurst*, 1½ M. to the S., overlooking the junction of the Swannanoa and the French Broad (open daily, Sun. excepted). — *Richmond Hill*, 2½ M. to the N.W. (always open). — *Gouche's Peak* (3 M.) and *Elk Mt.* (5 M.), to the N. of the town, are fine points of view. — About 2 M. to the S.E. of Asheville, near Biltmore station (p. 431), is ***Biltmore**, the home of Mr. George W. Vanderbilt and probably the finest private residence in America. The house, built in the French baronial style by Richard M. Hunt, at a cost of $ 4,000,000, stands upon a terrace 700 ft. long by 300 ft. wide and commands magnificent views. It contains much fine tapestry and other works of art. Near the house is a tasteful model village, also designed by R. M. Hunt, with cottages grouped around a central green. A *School of Domestic Science*, for coloured girls, has been opened here. Many miles of beautiful drives have been constructed in the grounds, which have an extent of over 100,000 acres, and they show a wonderfully varied display of trees (views). Visitors are admitted to the grounds on Tues., Thurs., & Sat., 1-6 p.m., by passes obtained at the Biltmore Office in Biltmore village (large excursion-parties not admitted). Special passes sometimes issued for other days. — Most of the Biltmore Estate (excepting 6000 acres round the château) has been leased by the *Kenilworth & Pisgah Forest Shooting & Fishing Association*, which offers its members and their friends admirable opportunities of sport.

Drives. *Swannanoa Drive*, extending for several miles along the river, the banks of which are thickly wooded and covered with rhododendrons, kalmia, and other wild flowers. — *Tahkeeostee Farm*, 3-5 M. to the W. — The *Sulphur Springs*, 4½ M. to the S., may be reached by electric car (fare 15 c.). — ***Hickory Nut Gap**, a beautiful pass where the *Broad River* penetrates the Blue Ridge, lies 11 M. to the S.E. About 9 M. beyond the entrance to the Gap is the curious *Chimney Rock*. On the opposite side rises *Bald Mt.* (3860 ft.), celebrated in *Mrs. Frances Hodgson Burnett's* 'Esmeralda'. There are two plain hotels not far from Chimney Rock. Other points of interest are the *Pools* and the *Hickory Nut Falls* (1300 ft.). — *Arden Park* (Hotel, $ 2), 10 M. to the S.

Longer Excursions and Mountain Ascents. ***Mt. Mitchell** or *Black Dome* (6710 ft.), the highest peak in the United States to the E. of the Rocky Mts., rises in the Black Mts., 18 M. to the E. of Asheville. Its base may be reached by carriage along the Swannanoa or by railway to *Black Mt. Station* (p. 431) and thence (10 M.) by carriage. The ascent (arduous but not dangerous) takes 5 hrs. The *View is very extensive. Provisions and horses may be obtained at the Hotel Montreat (p. 431), and the night is usually spent in a shallow cave near the top. The name is derived from *Prof. Elisha Mitchell*, who lost his life here in 1857, while determining the height of the mountain, and is buried at the summit. — ***Mt. Pisgah** (5755 ft.), one of the loftiest peaks near Asheville, lies 18 M. to the S.W. and commands a splendid view of the French Broad Valley. Accommodation for the night can be obtained in a farmhouse at the base, and the ascent may be made on horseback in 2 hrs. — **Craggy Mt.** (6090 ft.), an outlier of the Blue Ridge, 14 M. to the E., may be ascended on horseback in 2 hrs (best in June, when hundreds of acres of rhododendrons, kalmias, azaleas, and heather

may be seen in bloom). — *Cæsar's Head (3225 ft.), an outlier of the Blue Ridge, 45 M. to the S.W. of Asheville, may be reached either by carriage the whole way or by train to *Brevard* (see below) and carriage thence. On the S. side of the mountain is a precipice 1500 ft. high, overlooking the low country of South Carolina and Georgia for 100 M. At the summit stands a fair hotel ($ 2). Various points of interest are passed on the way. — Other distant points visited from Asheville are *Hot Springs* (see below), *Highlands* (p. 419), *Roan Mt.* (p. 424), *Tryon*, and *Blowing Rock* (p. 431).

From Asheville to Spartanburg, 70 M., railway in 3¼-3¾ hrs. — This line runs towards the S.E. 22 M. *Hendersonville* (2165 ft.; The Wheeler, from $ 3; Imperial Hotel, from $ 2½) is the junction of a line to *Lake Toxoway* (see below). Farther on the train reaches the picturesque **Saluda Gap**, where it descends rapidly through a narrow gorge. Fine views (best to the left). Rhododendrons numerous. — 70 M. *Spartanburg*, sec p. 418.

From Henderson to Lake Toxoway, 48 M., *Transylvania Railroad* in 2½ hrs. This railway penetrates to the heart of the so-called '*Sapphire Country*', a beautiful lake district, elevated about 3000 ft. above the sea. — The chief intermediate station is (22 M.) *Brevard* (Franklin Inn, $ 2½), whence numerous pleasant excursions may be made. It is one of the nearest stations to (16 M.) *Cæsar's Head* (see above). — 48 M. **Lake Toxoway** (*Toxoway Inn*, $ 3). The most accessible of the neighbouring mountains is *Mt. Toxoway* (5000 ft.; The Lodge, $ 2), which commands a fine view of the district, including 100 other peaks and extending to the Smoky Mts. of Tennessee (p. 425). Two other charming sheets of water, each about 7 M. from Lake Toxoway, are *Lake Fairfield* (Fairfield Inn, $ 3-4) and *Lake Sapphire* ($ 2½), a favourite fishing-resort.

From Asheville to Murphy, 124 M., railway in 6¾ hrs. — The line runs towards the S.W. 23 M. *Waynesville* (2755 ft.; White Sulphur Springs Ho., from $ 3) lies amid the *Balsam Mts.*, five of which in the immediate vicinity are over 6000 ft. high. — 36 M. *Balsam* (Rail. Restaurant). 49 M. *Hillsboro* lies 32 M. to the N. of *Highlands* (p. 419), which is sometimes approached hence. — 124 M. *Murphy*.

Beyond Asheville the Morristown Train runs to the N. through the beautiful valley of the *French Broad River*. Picturesque scenery (views first to the right, then to the left, and then to the right again). 153 M. *Alexander*.

179 M. **Hot Springs** (1325 ft.; **Mountain Park Hotel*, $ 2½-5), situated in a beautiful little valley, 1 M. in diameter, surrounded by mountains 3-4000 ft. high, has long been frequented for its hot springs and delightful climate (winter milder than at Asheville). The springs (temp. 84-104°) are efficacious in rheumatism, gout, sciatica, skin and blood affections, and nervous prostration. Pleasant walks may be taken among the hills, but the drives are limited to those up and down the river. *Round Top* (1840 ft.), to the N., across the river, is easily ascended in ½ hr. and commands a good view.

At (184 M.) *Paint Rock* (1275 ft.) the French Broad forces its way through a gap between the *Great Smoky Mts.* (left) and the *Bald Mts.* (right). We enter *Tennessee*.

At (228 M.) **Morristown** (*Virginia Ho.*, $ 2) we join the line from *Washington* to *Chattanooga* (see R. 67 b).

70. From Richmond to Charleston.

a. Viâ Weldon.

396 M. Railway *(Atlantic Coast Line)* in $9^3/_4$-$14^3/_4$ hrs. (fare $ 12.35; sleeper $ 3). This line forms part of the 'Atlantic Coast Line Route' from New York to Florida (see R. 75a; from New York to *Charleston* in $19^1/_4$-26 hrs.; fare $ 20.50, sleeper $ 4.50).

From *Richmond* to (23 M.) *Petersburg*, see p. 416. Some remains of the fortifications of the Civil War are still visible (see p. 416). Near (76 M.) *Pleasant Hill* we enter *North Carolina*. At (84 M.) *Weldon* (70 ft.) we intersect the *Seaboard Air Line* from Norfolk (see p. 414). The train now traverses a flat region, clothed with endless pine-forests. 121 M. *Rocky Mount*, the junction of lines to *Norfolk* (p. 414) and to (75 M.) *Plymouth*, on *Albemarle Sound*. At (137 M.) *Wilson* the line forks, the new 'Short Cut' running in a straight direction, while the line to (24 M.) *Goldsboro* (comp. p. 418) and (108 M.) *Wilmington* diverges to the left.

Wilmington *(Orton*, $ 2½; *Ocean View*, $ 2½, at Carolina Beach; *Sea Shore Hotel*, at Wrightsville Beach, $ 2½; British vice-consul, *Mr. James Sprunt*), the largest city of North Carolina (20,976 inhab.), lies on the *Cape Fear River*, 20 M. from the Atlantic Ocean. It has a large foreign commerce and regular steamship-communication with New York, Philadelphia, and Baltimore. It is a prominent market for naval stores. The *Atlantic Coast Line* (see above) has its headquarters here. — From Wilmington a railway runs to the N. to (81 M.) *New Bern* (p. 418).

163 M. *Selma*, the junction of a line to *Raleigh* (see p. 418); 211 M. *Fayetteville*, the junction of lines to *Sanford* and *Greensboro* (p. 418), to *Bennettsville*, and to *Wilmington* (see above).

On the Bennettsville line, 25 M. from Fayetteville, lies *Red Springs* (Townsend Hotel), a frequented resort with two mineral springs. In summer a coach runs hence to *Southern Pines* (p. 428).

243 M. *Pembroke*, the junction of a line to *Charlotte* (p. 418). At (281 M.) *Pee Dee* we are rejoined by the Wilmington loop-line. — 294 M. *Florence* (Central Hotel, $ 2-3; Jacobi, from $ 2), with 4647 inhab., is a cotton-market and railway-centre of some importance. We here turn sharply to the left (S.). — 342 M. *Lane's* is the junction of a line to (37 M.) *Georgetown* (Windsor, Winyah Inn, $ 2), a quaint old seaport (400 inhab.). 390 M. *Ashley Junction* (comp. pp. 439, 444).

396 M. **Charleston**, see p. 435.

b. Viâ Charlotte and Columbia.

520 M. Southern Railway in $14^3/_4$ hrs. (fares as above).

Richmond, see p. 408. The train crosses the *James*, passes (1 M.) *Manchester* (p. 409), and runs to the S.W. through a tobacco-growing district. At (53 M.) *Burkeville* (520 ft.) we intersect the Norfolk & Western R. R. (R. 67b). 73 M. *Keysville* (625 ft.). At (90 M.) *Randolph* we cross the *Staunton*. From (109 M.) *South Boston* we follow the *Dan River* to (141 M.) **Danville** (p. 418).

From Danville to (282 M.) **Charlotte**, see p. 418. We here diverge to the left from the route to New Orleans (R. 67a). Beyond (299 M.) *Fort Mill* we cross the *Catawba River*. 307 M. *Rock Hill;* 326 M. *Chester*.

391 M. **Columbia** (300 ft.; *Wright*, $ 2-4; *Columbia Hotel*, from $ 2½; *Caldwell House*, $ 2), the capital of South Carolina, lies on the high banks of the *Congaree*, in the district of the *Pine Barrens*. Pop. (1900) 21,108. Its streets are wide and shady, and many of the public buildings are imposing. The most important is the **State House*, in the grounds of which is a fine monument to the 'Palmetto Regiment', which served with distinction in the Mexican War (1846-47). Other large edifices are the *State Penitentiary*, the *Lunatic Asylum*, the *Court House*, and the *City Hall*. The *South Carolina College* is attended by 225 students. The grounds of the *Executive Mansion* and *Arsenal Hill* command fine views of the valley. Pleasant drives may be taken in the *Fair Grounds* and *Sydney Park*. The city possesses large car, machine, and iron works.

Columbia became the state-capital in 1796. In 1832 the 'Nullification Ordinance' was passed by a convention sitting here; and on Dec. 20th, 1860, another convention announced the dissolution of the union between S. Carolina and the other states. The city was occupied by Gen. Sherman in 1865 and suffered severely from fire.

From Columbia to (67 M.) *Spartanburg*, see p. 418; to *Augusta*, see p. 438.

Beyond Columbia our line passes through a level, pine-clad district. 414 M. *Kingville* is the junction of branch-lines to (38 M.) *Camden* (p. 445) and to (24 M.) *Sumter*. — At (457 M.) *Branchville* (Rail. Restaurant) we join the line described in R. 72.

520 M. **Charleston**, see below.

71. Charleston.

Hotels. St. John (Pl. d; B, 2), $ 2½-6; Argyle (Pl. b; B, 2), Meeting St., $ 3-5; Charleston Hotel (Pl. a; B, 2), Meeting St., Calhoun (Pl. c; B, 2), $ 2-2½ (these two closed at present).

Electric Tramways traverse the chief streets (5 c.) and run to various suburban points. — *Omnibuses* meet the principal trains (return-ticket 50 c.).

Steamers ply to *New York* (50 hrs.; fare $ 20), *Boston*, *Savannah*, *Georgetown*, *Beaufort*, and *Jacksonville*. A small steamer plies twice daily from Custom House Wharf to *Mt. Pleasant*, *Sullivan's Island*, and *Fort Sumter* (1½ hr., there and back; fare $ 1).

Post Office (Pl. P; B, 2), cor. of Meeting and Broad Sts. — *British Consul*, (for N. & S. Carolina, Georgia, and Tennessee), Col. H. W. de Coetlogon, 62 South Battery. — *Grand Opera House*, Meeting St.; *Academy of Music*, King St.

Charleston, the largest city of South Carolina and one of the chief seaports of the Southern States, occupies the end of the narrow peninsula formed by the confluence of the *Ashley* and *Cooper Rivers*, about 6 M. from their embouchure in the Atlantic Ocean. It is a pleasant old-fashioned town, with its main streets well paved and

numerous picturesque private residences embowered in semi-tropical flowers and trees. Pop. (1900) 55,807, more than half of whom are coloured. The land-locked harbour, since recent deepening and improvements, admits vessels of 30 ft. draught.

The small body of colonists under Col. Sayle, sent out by the lords proprietors to take possession of the Carolinas in 1669, after calling at Port Royal settled on the W. bank of the Ashley River, but soon (ca. 1680) transferred their town, named in honour of Charles II., to its present site. In 1685-86 numerous Huguenot emigrants were added to the population, and 1200 exiles from Acadia settled here in 1755. Charleston took a prominent share in the Revolution, repelled an attack on *Sullivan's Island* (Pl. F, 3) in 1776 (Col. Moultrie), and was captured by Sir Henry Clinton in 1780 after an obstinate defence. The Civil War began at Charleston with the bombardment of *Fort Sumter* (Pl. E, 4; April 12-13th, 1861), and the city was more than once attacked by the Unionists in the ensuing years, being finally evacuated in Feb., 1865. In 1886 Charleston was devastated by a severe earthquake, which rendered seven-eighths of its houses uninhabitable, destroyed property to the value of $8,000,000, and killed scores of persons. A few traces of its action are still visible in the form of ruined buildings and iron stays and clamps.

Before the war Charleston was the chief cotton-shipping port of America, and it still handles a good deal of cotton and rice. Its present prosperity is, however, chiefly due to the discovery of extensive beds of excellent phosphates near the Ashley River; and the annual value of the exports of this article (including fertilizers) amounts to about $10,000,000. A visit to the phosphate-mines is interesting. Charleston also carries on a considerable trade in timber, fruit, and vegetables, and manufactures cotton, flour, carriages, machines, and other articles (value in 1900, $9,562,500).

Following Meeting Street (Pl. A, B, 1, 2), the chief wholesale business street, from the *Southern Railway Station* (Pl. B, 1) towards White Point (p. 437), we pass Marion or Citadel Square, adorned with a statue of *John C. Calhoun* (1782-1850), the famous S. Carolina statesman. On the N. side of the square is the large **South Carolina Military Academy**, usually known as the *Citadel* (Pl. B, 1), the cadets of which took a prominent share in the Civil War (see p. 437). — Farther on we pass the *Argyle* and *Charleston Hotels* (p. 435); the *Market* (Pl. K; B 2; interesting sight 6-9 a.m.); the *Circular Church* (Pl. B; left), rebuilt some years ago in a handsome style; the new *Gibbes Memorial Art Gallery* (Pl. II), opposite the last; the *St. John Hotel* (p. 435); and the *Commercial Club* (right). At the intersection of the street with Broad Street (Pl. B, 2) stands a group of public buildings: the *Court House* (Pl. F) and *Post Office* (Pl. P; a handsome granite edifice) to the right and the *City Hall* (Pl. C; with some interesting portraits) and **St. Michael's Church** (Pl. S; built in 1752-61; comp. p. xc) to the left.

St. Michael's was struck six times by the Federal cannon during the siege, was damaged by a cyclone in 1885, and nearly destroyed by the earthquake in 1886. Its fine tower commands an extensive view and contains a good set of chimes. In the churchyard, close to the iron gate in Broad St., is the tomb of a brother of Arthur Hugh Clough, with an epitaph by the poet, who spent part of his boyhood in Charleston, where his father was a cotton-merchant.

In front of the City Hall is a *Statue of William Pitt*, erected in 1770; the right arm was broken off by a British cannon-shot in 1780.

Farther on, Meeting St. passes numerous private houses, embowered in roses, jessamines, and myrtles. It ends at ***White Point Garden** (Pl. V; B, 3), shaded with beautiful live-oaks and commanding a fine view across the Ashley River. The *Jasper Monument* commemorates a gallant act in the defence of Fort Moultrie (June 28th, 1776). Adjacent are a bronze *Bust of Wm. Gilmore Simms* (d. 1870) and a round tower made of blocks of phosphate (see p. 436). To the E. extends the **Battery** (Pl. B, 2, 3), a broad esplanade, 500 yds. long, affording a good view of the harbour and its forts.

On the island opposite the battery is *Castle Pinckney* (Pl. C, 2), and farther out is *Fort Ripley* (Pl. C, D, 3), while *Forts Moultrie* (Pl. F, 3) and *Johnson* (Pl. D, 4) stand opposite each other on *Sullivan's Island* (left) and *James Island* (right). Modern fortifications have been erected on Sullivan's Island, and in 1897 a company of U. S. troops was stationed there for the first time since the Civil War. *Fort Sumter* (Pl. E, 4) occupies a small island in the middle of the entrance to the harbour. The first shot in the Civil War was fired by the Citadel cadets (p. 436), from a battery thrown up on *Morris Island* (beyond Pl. E, 4), against a vessel trying to take reinforcements to the Union troops in Fort Sumter (Jan. 9th, 1861). On April 12th Fort Moultrie and the other batteries opened fire on Fort Sumter, which had been occupied by Major Anderson with a small body of Union troops, and its flag was hauled down on the following day. In 1863 the Federal fleet invested the harbour and began a bombardment of the forts and the city, which lasted, with scarcely an intermission, till the final evacuation of Charleston in 1865. Morris Island had to be abandoned, but Forts Sumter and Moultrie defended themselves successfully against all attacks. **Steamer to Fort Sumter, etc., see p. 435.**

We now return along EAST BAY (Pl. B, 1, 2), passing the old *Post Office*, to the **Custom House** (Pl. G), built of white marble (view of harbour from back). A visit may also be paid to one of the *Cotton Compresses* (no smoking) in this locality.

Charleston prides itself, with some reason, on its charitable institutions. Perhaps the most prominent of these is the **Orphan House** (Pl. N; B, 1), founded in 1792 and said to be the oldest American institution of the kind. The *Enston Home* (beyond Pl. A, 1), in King St., consists of a group of 40 cottages, with a church.

Other important buildings are the *College of Charleston* (Pl. E; B, 2), founded in 1788; *St. Philip's Church* (Pl. T; B, 2), Church St., with Calhoun's grave in the churchyard (on the other side of the street); *St. Finbar's Cathedral* (R. C; Pl. R, B 2), rebuilt in 1890; the old *Huguenot Church* (Pl. I; liturgy translated from the French); the *Medical College* (Pl. L); the old *Powder Magazine*, now used as a Chapter Room by the 'Colonial Dames'; the *Porter Military Academy* (Pl. O; A, 1); the *Auditorium* (Pl. A; A, 2), now disused; and the *Roper Hospital* (Pl. Q; B, 2). The *Avery Normal School* has 400 coloured students.

To the N. of the city, 3 M. from the City Hall (tramway 10 c.; carr. there and back $5), lies '**Magnolia Cemetery**, which should be visited for its fine live-oaks (draped with 'Spanish moss'), azaleas, magnolias, camelias, almond-trees, etc. (best in May or June). The boughs of one of the live-oaks have a spread of 100 ft., and the trunk of another is 17-18 ft. in girth. — *Hampton Park* (Pl. A, 1), to the N.W. of the city, was in 1901-2 the seat of a large Exhibition, some of the buildings of which are still standing.

No one in the season (March-May) should omit to visit the (12 M.) **Gardens of Magnolia (reached by railway or steamer), on the Ashley, the chief glory of which is the gorgeous display of the azalea bushes, which are sometimes 15-20 ft. high and present huge masses of vivid and unbroken colouring. The live-oaks, magnolias, and japonicas are also very fine.

The *Church of St. James's Goosecreek, an interesting relic of 1711, lies in the heart of a forest 1 M. from (15 M.) *Otranto Station.* Otranto was the residence of Dr. Alex. Garden († 1791), after whom Linnæus named the gardenia. Near the church is a farm known as *The Oaks*, from a magnificent *Avenue of Oaks* (200 years old) which leads to it.

Electric Cars run from Charleston to (7 M.) *Chicora Park* (return-fare 20 c.) and viâ *Mt. Pleasant* (Pl. E, 1) and *Sullivan's Island* (Pl. F, 3; Atlantic Beach Hotel, $ 2½) to (10 M.) *Isle of Palms*, a resort on the Atlantic coast (return-fare 25 c.). Osceola (p. 449) died as a captive at Fort Moultrie (Pl. F, 3) and is buried on Sullivan's Island.

72. From Charleston to Augusta.

138 M. Southern Railway in 5-8 hrs. (fare $ 4.50; parlor-car 75 c.).

Charleston, see p. 435. The line runs slightly to the N. of W.

15 M. *Woodstock.* — 22 M. **Summerville** (*Pine Forest Inn*, from $ 5, winter only; *Dorchester Inn*, $ 2½), a favourite winter-resort among the pines and much frequented by the citizens of Charleston. There are many beautiful drives in the neighbourhood, and fair fishing and shooting are within easy reach. Its golf-links are good.

Near Summerville is *Pinehurst Tea Plantation* (Dr. Shepard's), the only one in the United States. Its annual produce amounts to about 2000 lbs.

42 M. *Pregnall's* is the junction of a line to *Sumter* (p. 435).

63 M. *Branchville* (Rail. Restaurant) is the junction of the line to *Columbia* (see p. 435). Our line continues to run towards the W. and at (91 M.) *Blackville* intersects the line from Columbia to Savannah (see p. 440).

121 M. **Aiken** (560 ft.; *Park in the Pines*, from $ 5; *Magnolia Inn*, winter only, from $ 2½; *Aiken Hotel*, from $ 2), with 4000 inhab., a popular winter-resort, much resorted to by consumptive and rheumatic patients and others. It lies in the 'sand hill' or 'pine barren' district of S. Carolina, and is surrounded by vast forests of fragrant pines, growing in a soil of white sand. The gardens of the town, thanks to careful cultivation and a liberal use of fertilizers, are full of jessamine, orange-trees, and other S. plants. The air is dry and balmy. The mean temperature of winter is 50° Fahr., of spring 57°, of autumn 64°. The *Palmetto Golf Links* (18 holes) at Aiken are the best in the S. and the scene of various important competitions. Fox-hunting, racing, polo, tennis, squash, and cricket are also among the amusements.

Extensive deposits of kaoline occur near the town, and this contains a large percentage of aluminium, for the extraction of which large works have been recently erected.

138 M. **Augusta** (180 ft.; **Bon Air Hotel*, at Summerville, p. 439, $ 4-5; *Albion; Turkish Baths Hotel*, R. from $ 1; **Hampton Terrace*, N. Augusta, ¼ hr. by trolley from Augusta, from $ 5), the third city

of Georgia (39,441 inhab.), pleasantly situated on the right bank of the Savannah, at the head of navigation, and connected by a bridge with *Hamburg* (S. C.) on the left bank. It carries on a large trade in cotton (200,000 bales yearly), and its cotton mills, run by a system of *Water Power Canals*, produce more unbleached cotton goods than any other city in America (value of manufactures in 1900, $10,000,000). The main canal, bringing water from the Savannah, is 7 M. long, 150 ft. wide, and 14 ft. deep; it is owned by the city, and its revenues pay nearly the whole interest on the municipal debt. *Broad Street*, 120 ft. wide and paved with asphalt, is one of the handsomest business-thoroughfares in America; **Green Street*, with a fine double avenue of trees, is the most beautiful residence-street. In Broad St. is a handsome *Confederate War Monument*. Among the chief buildings are the *City Hall*, the *U. S. Building*, and the *Exchange*. The *Sibley Cotton Mill* is architecturally noteworthy. Close by it rises the tall *Chimney of the Confederate Powder Mills*, left standing as a memorial of the Civil War. *Eli Whitney*, who invented and perfected the cotton-gin in Georgia, in 1792, is commemorated by a statue.

On the hills 3 M. to the W. of Augusta (electric tramway) lies *Summerville* (3215 inhab.), with a U. S. Arsenal and the Bon Air Hotel (p. 438). — *Schultz's Hill*, at Hamburg (see above), and the *Fair Grounds* are favourite resorts.

From Augusta to Atlanta, 171 M., *Georgia R. R.* in 5¾-6½ hrs. (fare $5.15; sleeper $1.50). The chief intermediate stations are (47 M.) *Camak*, the junction of a line to Macon (p. 442); 103 M. *Madison*, the junction of lines to Macon and Athens (p. 428); and (119 M.) *Social Circle*, connecting with the Gainesville, Jefferson, and Southern R. R. — 171 M. *Atlanta*, see p. 419.

From Augusta to *Savannah*, see R. 74. Other lines connect it with (84 M.) *Tennille* (Augusta Southern R. R.; a fruit-growing centre) *Port Royal* (see below), *Seneca*, *Spartanburg* (p. 418), etc.

73. From Richmond to Savannah.

a. Viâ Charleston.

510 M. Railway (*Atlantic Coast Line*) in 15 hrs. ($ 15.30; sleeper $ 3.50).

From Richmond to (396 M.) *Charleston*, see R. 70a. The line turns to the left (S.) at (402 M.) *Ashley Junction* (p. 434) and traverses a marshy district, with forests of moss-draped cypress and oak. At (457 M.) *Yemassee* we intersect the railway from Augusta (see above) to *Beaufort* and *Port Royal*.

Beaufort (*Sea Island Ho.*, $ 2-3½; Brit. vice-consul, also for Port Royal, *Mr. J. E. Kessler*), on *St. Helena Island*, is a fashionable Southern resort, with 6000 inhab. and a fine shell-road and promenade. — **Port Royal**, with one of the finest harbours on the coast, was the first landing-place of the Charleston settlers (see p. 436).

487 M. *Hardeeville* (p. 440). We cross the wide and slow *Savannah* before reaching (497 M.) *Monteith*, and beyond it we cross the line from Augusta (p. 442).

510 M. **Savannah**, p. 440.

b. Viâ Danville and Columbia.

544 M. Southern Railway in 16-17 hrs. (fares as above).

From Richmond to (391 M.) *Columbia*, see R. 70b. Beyond Columbia the train runs to the S. through a flat, wooded region. 423 M. *Perry*. At (443 M.) *Blackville* (p. 438) we intersect the line from Charleston to Augusta (see R. 72), and at (469 M.) *Allendale* we cross the line from Augusta to Port Royal (p. 439). 482 M. *Valentine;* 499 M. *Pineland*. At (521 M.) *Hardeeville* we join the Atlantic Coast Line. Hence to (544 M.) *Savannah*, see p. 439.

Savannah. — **Hotels.** De Soto (Pl. a; B, 3), Madison Sq., a large and handsome house, $ 3-5; Pulaski (Pl. b; B, 1), Screven (Pl. c; B, 2), Johnson Sq., $ 2½-3.

Railway Stations. *Union Station*, for various lines, cor. E. Broad and Liberty Sts. (Pl. D, 3); *Central of Georgia Railway Station*, cor. W. Broad and Liberty Sts. (Pl. A, 3). Stations of suburban lines, see p. 441. — Tramways traverse the chief streets (5c.). — Steamers ply from the wharves on the Savannah, N. side of the city, to *New York* (45-55 hrs.; $ 20), *Boston*, *Philadelphia*, *Baltimore*, *Norfolk*, *Charleston*, *Florida*, etc.

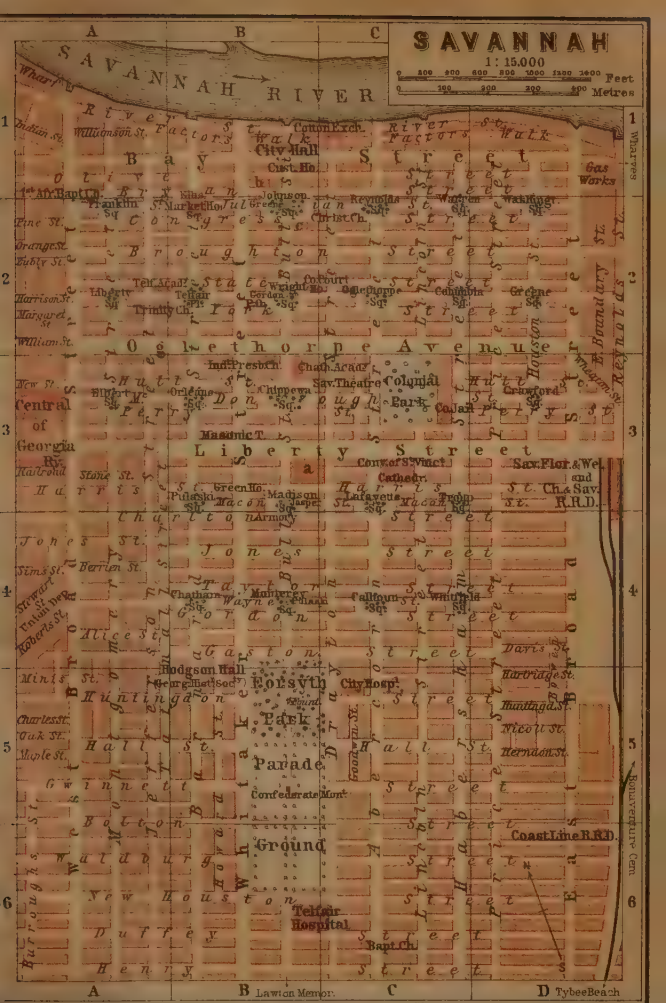
Post Office (Pl. B, 2), Whitaker and York Sts. — Savannah Theatre (Pl. B, C, 3), Chippewa Sq. (the oldest theatre in the United States; 1818). — British Vice-Consul, *Mr. Alex. Harkness*, 89½ Bay St.

Savannah ('Forest City'), the second city and chief commercial centre of Georgia, lies on the S. bank of the river of the same name, on a bluff 40 ft. above the level of the river and 18 M. from its mouth. It is well built and regularly laid out, and the beautiful semi-tropical vegetation of its numerous parks and squares makes a very pleasing impression. *Bay Street* is the chief thoroughfare for wholesale business, while *Congress Street* and *Broughton Street* contain the best shops. *Bull Street* is the most fashionable promenade. Pop. (1900) 54,244.

Savannah was settled in 1733 by *Gen. Oglethorpe*, the founder of the youngest of the 13 original states, and owes much of its present beauty to the foresight of the plan he laid out. His object was to provide an asylum for the poor of England and the Protestants of all nations. John and Charles Wesley visited the settlement in 1736, and George Whitefield reached it in 1737. In the early troubles between the British and Spanish colonists Oglethorpe and his settlers played a prominent part, penetrating to the walls of St. Augustine (p. 447). In 1778 Savannah was captured by the British, who repulsed a Franco-American attempt to retake it the following year. The port of Savannah was closed to commerce by the Federal fleet from 1861 to 1865, and Sherman occupied the city in Dec., 1864, at the end of his triumphant 'March through Georgia' (comp. p. 419). Since the war its progress has been rapid. Savannah contained 5195 inhab. in 1810; 15,312 in 1850; and 43,189 in 1890. — The first steamship to cross the Atlantic Ocean started from Savannah in 1819.

Savannah's export-trade is extensive, the chief articles being cotton, lumber, rice, and naval stores (total value in 1903, $ 58,565,372). Its manufactures (value $ 6,500,000 in 1900) include railway-cars, fertilizers, flour, and iron. A visit should be paid to one of the *Rice Mills* (River St.) and one of the *Cotton Compresses* (at the wharves).

The visitor may begin with a glance at the warehouses and wharves at the foot, and at the busy traffic of *Bay St.* (Pl. A-C, 1) on the top of the bluffs overhanging the river. Among the buildings in this part of the city are the *City Exchange* or *City Hall* (Pl. B, 1; *View from tower) and the *Custom House* (Pl. B, 1). We then



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follow *Bull Street (p. 440) towards the S., crossing Johnson Square (Pl. B, 1, 2), with a *Monument to Gen. Greene*, erected in 1829, and the recently restored *Christ Church* (good interior). In the building at the N.E. corner of Bull St. and Broughton St. the Ordinance of Secession was passed on Jan. 21st, 1861. In Wright Square (Pl. B, 2) are the handsome **County Court House**, built in 1889-91, and the **Federal Building**, including the *Post Office* and the *U. S. Court House*. A boulder-monument in this square commemorates *Tom-O-Chi-Chi*, the Indian chief from whom Gen. Oglethorpe (p. 440) acquired the site of Savannah.

A little to the W. of this point, in Telfair Place, is the *Telfair Academy (Pl. A, B, 2; adm. 10-5, Sun. 1-5; 25 c.), which is well worth a visit. It contains a collection of casts (incl. the 'Farnese Bull'), a selection of paintings, and various objects of art and historical interest, all brought together under the personal supervision of the present director, *Mr. Carl L. Brandt*. Among the paintings are good works by *Kaulbach*, *Julian Story*, *Dücker*, *Szymanowski*, *J. von Brandt*, and *C. L. Brandt*. The galleries are adorned with mural paintings by *Schraudolph* and *C. L. Brandt*.

At opposite corners of *Oglethorpe Avenue* are the *Independent Presbyterian Church* (Pl. B, 3) and the *Chatham Academy* (Pl. B, 3).

In Oglethorpe Ave., a little to the E., is the *Colonial Park* (Pl. C, 3), on the site of an interesting old burying-ground.

We then cross *Chippewa Square* (Pl. B, 3) and reach *Liberty Street*, in which, a little to the E., is the *Convent of St. Vincent de Paul* (Pl. C, 3). The fine *Roman Catholic Cathedral*, which stood close by, was burned down in 1898, but has since been rebuilt. In *Madison Square* (Pl. B, 3, 4) is the *Jasper Monument* (comp. p. 437), erected in 1879 in honour of Sergeant Jasper, who was killed at Savannah in 1779. The *Green House*, at the N.W. corner of the square, was the headquarters of Gen. Sherman (p. 440). At the S.W. corner is the *Guards Armoury*. *Monterey Square* (Pl. B, 4) contains the *Pulaski Monument*, in memory of Count Pulaski, who fell at the siege of Savannah in 1779 (see p. 440).

We now reach the beautiful *Forsyth Park (Pl. B, 4, 5), with its pines, roses, coleas, palmettoes, oleanders, jasmines, cacti, magnolias, etc. In the centre is a fountain. The *Parade Ground* (Pl. B, 5, 6), forming an extension of the park towards the S., contains a fine *Confederate War Monument* (Pl. B, 5). At the S. end of the Parade Ground is the *Telfair Hospital* (Pl. B, C, 6). The *Memorial of General Lawton* (1899), in Anderson St. (beyond Pl. B, 6), deserves notice. At the corner of Whitaker and Gaston Sts., adjoining Forsyth Park on the W., is *Hodgson Hall* (Pl. B, 4), with the library and collections of the *Georgia Historical Society*. The *First African Baptist Church* (Pl. A, 1, 2), Franklin Square, has 5000 communicants.

Environs. *Bonaventure Cemetery, 4 M. to the S., reached by the *Coast Line R. R.* (station at the cor. of Bolton St. and E. Broad St., Pl. D, 6) or by the *Thunderbolt Shell Road*, is famous for its avenues of live-oaks, draped with Spanish moss. *Thunderbolt*, on the *Thunderbolt River*, 1 M. farther on, is a favourite resort. — Another fine shell-road leads to the W. to (9 M.) *White Bluff*. — The *City and Suburban Railway* (cor. Whitaker

and 2nd St.), runs to (6 M.) *Isle of Hope*, on the *Skidaway River*, and (9 M.) *Montgomery* (return-ticket 50 c.), on the *Vernon River*, two pretty suburban resorts. Near the latter is *Beaulieu*. At (8 M.) *Bethesda*, on this line, is a large orphanage, established by George Whitefield in 1740. — At the mouth of the Savannah River lies (18 M.) **Tybee Beach** (*Hotel Tybee*, from $2½), one of the most popular sea-bathing resorts of the S. (reached by the Central of Georgia Railway, see below; return-ticket 50 c.). It has a fine beach. Adjacent, on *Cockspur Island*, is *Fort Pulaski*, which has been greatly strengthened since its capture by the Unionists in 1862. — A steamer plies twice weekly from Savannah to *Fernandina* (p. 446), calling at *Brunswick* (p. 426) and at several points on the 'Sea Islands, on which large quantities of 'Sea Island' cotton used to be grown. They are covered with palmettoes and live-oaks. The S. end of *Cumberland Island*, between Brunswick and Fernandina, became the property of Gen. Nathaniel Greene after the Revolution, and Washington's friend, 'Light Horse Harry Lee', died here in 1818. The mansion-house is named *Dungeness*.

74. From Savannah to Atlanta.

294 M. Central of Georgia Railway in 11 hrs. (fare $7.81; sleeper $2).

Savannah, see p. 440. The railway runs a little to the N. of W. At (17 M.) *Meldrim* we connect with the Seaboard Air Line. 30 M. *Guyton;* 35 M. *Brewer;* 57 M. *Dover*, the junction of a line to (10 M.) *Statesboro;* 66 M. *Rocky Ford*, the junction of a line to (20 M.) *Sylvania*.

At (79 M.) *Millen* the railway forks, the right branch running to the N. to (53 M.) **Augusta** (see p. 438). Our line bends to the left and runs nearly due W. 87 M. *Rogers;* 96 M. *Midville;* 107 M. *Wadley;* 135 M. *Tennille* (p. 439). Beyond (146 M.) *Oconee* we cross the river of that name. From (170 M.) *Gordon* a branch-line diverges to the right for *Macken (Covington, Athens)*.

191 M. **Macon** (*New Lanier Ho.*, $2½-5; *Brown Ho.*, from $2½; *Park*, $2-2½), a busy cotton-mart and railway-centre, with 23,272 inhab., lies on the *Ocmulgee River*. The *Wesleyan Female College* here (400 students) dates from 1836 and claims to be the oldest female college in the world. *Mercer College* (275 students) is a Baptist institution.

The Central of Georgia branch running to the S. from Macon to (71 M.) *Americus* passes (60 M.) *Anderson* or *Andersonville*, the site of the great Stockade Prison in which so many of the Union troops were confined during the Civil War. The prison-grounds have been converted into a park, and a memorial monument has been erected.

At Macon our line crosses the Southern Railway route from Chattanooga and Atlanta to Brunswick (see p. 426) and turns towards the N.W. — 216 M. *Forsyth*, with the flourishing Monroe Female College; 234 M. *Barnesville*. — 251 M. *Griffin* (Nelms Ho., from $2), a thriving little town with 6857 inhab. and large cotton mills (Turkish towelling, etc.). Near Griffin is the *Georgia Experimental Farm*. A line diverges here to the left for *Carrollton*. — 267 M. *Lovejoy;* 281 M. *Forest;* 288 M. *East Point;* 290 M. *Fort McPherson* (p. 420; seen to the left).

294 M. **Atlanta**, see p. 419.

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75. From New York to Florida.

a. Viâ Atlantic Coast Line.

RAILWAY to (1014 M.) *Jacksonville* in $25^2/_3$-$36^1/_4$ hrs. (fare $ 29.15; sleeper $ 6.50); to (1051 M.) *St. Augustine* in $26^3/_4$-$38^3/_4$ hrs. (fare $ 30.40; sleeper $ 7); to (1254 M.) *Tampa* in $3^{-1}/_4$-47 hrs. (fare $ 35.45; sleeper $ 8.50). The 'New York & Florida Special', a vestibuled through-train similar to that described at p. 342, leaves New York at 2.10 p.m.

Florida, occupying the peninsula in the extreme S.E. corner of the United States, was the first portion of North America colonized by Europeans (comp. pp. 417, 519) and was named by its Spanish discoverers (1512) because first seen on Easter Sunday (*'Pascua Florida'*). Its mild and equable winter climate has made it a favourite resort of invalids and others who wish to escape the rigours of the North, while the beauties of its luxuriant semi-tropical vegetation and its excellent opportunities for shooting and fishing are additional attractions. The game on land includes deer, bears, pumas *(Felis concolor)*, wild-cats, wild turkeys, and numerous other birds, while the fishing for tarpon (*Megalops thrissoides*), the largest and gamiest of game-fish (sometimes 200 lbs. in weight), has its headquarters in this state (comp. pp. 457, 458). The orange is believed to have been introduced by the Spaniards, and about 5 million boxes (ca. 175 to a box) were annually produced before the severe frosts of 1894, 1895, and 1899 killed most of the trees. The yield at present has sunk to a few hundred thousand boxes; but the groves are generally being replanted. In the S. part of the State, especially on the E. coast, large quantities of pine-apples are now profitably raised. Strawberries and vegetables are also extensively produced for early shipment to northern markets. Tobacco, cotton (including the valuable 'sea-island cotton', p. 442), rice, maize, oats, and sugar-cane are also grown, and extensive and valuable beds of phosphates are worked. About three-fourths of the State, exclusive of swamps, prairies, and hardwood timber, is covered by pine-forests; and the lumber industry is extensive. Sponge and turtle fishing are other sources of wealth. The S. portion of the State is occupied by the *Everglades*, which may be described as a huge shallow lake, 1-6 ft. deep and 8000 sq. M. in extent, filled with low-lying islands surrounded by clear water that abounds in fish. A remnant of the Seminole Indians still linger here, but the district is without the pale of the ordinary tourist.

'The peninsula of Florida affords the most distinct field, in a physiographic sense, of any part of N. America. Including the N. portion of the State, it has a length of about 600 M., an average width of near 100 M., and a total area greater than that of New York, and nearly as great as that of New England. In all this great realm the maximum height above the level of the sea does not exceed about 400 ft. The whole of the soil is composed of materials recently brought together on the sea floor. About one fourth of the soil area is limy, due to the coral rock which underlies it. The remainder is nearly pure sand of a rather infertile nature. All the soil owes its value in the main to the admirable climate which the region enjoys ('Nature and Man in America', by *N. S. Shaler*).

The *Season* to visit Florida is from Dec. to April, when all the hotels are open and everything is seen to advantage. The communication with the North is excellent (comp. above and pp. 444, 445), and the hotels at the chief resorts are unsurpassed in the United States. Invalids should not visit Florida without medical advice, and all should remember that the climate varies considerably in different parts of the State. *Clothing* of medium thickness will be found most suitable, though it is advisable to be prepared for occasional great heat as well as for some really cold weather. Dust-coats will be found useful. *Walking Excursions* are not recommended, and most of the roads are too sandy for pleasurable *Driving*. *Motoring* on the hard sand-beaches has lately become a favourite pastime (comp. p. 450).

From New York to (228 M.) *Washington* (by the Pennsylvania R. R.), see RR. 31a, 40, & 42a; from Washington to (344 M.) *Rich-*

mond, see R. 65; from Richmond to (734 M.) *Ashley Junction*, see R. 70a (the 'Florida Special' does not run into Charleston); from Ashley Junction to (842 M.) *Savannah*, see R. 73a.

From Savannah we run towards the S.W. The district traversed is rather featureless, but the traveller from the N. will be interested in the 'Spanish Bayonets' *(Yucca filamentosa)* and other vegetable evidence of a Southern clime. Near (858 M.) *Way's* we cross the *Ogeechee*, and beyond (901 M.) *Johnston* the *Altamaha*. At (899 M.) *Jesup* we intersect the line from Atlanta to Brunswick (see p. 426).

939 M. *Waycross* is a junction of some importance, lines running hence to Dupont (see below), Jacksonville (see p. 446), Brunswick (p. 426), and *Albany*. Numerous pear-orchards.

From Waycross to Dupont, 31 M., railway in 3/4-1 1/2 hr. From *Dupont* the Atlantic Coast Line System extends to the W. and N.W. to (70 M.) *Thomasville* (see below) and (281 M.) *Montgomery* (p. 420), while to the S. it runs to *Live Oak* (p. 460), *High Springs*, *Lakeland*, and (296 M.) *Tampa* (p. 457). — Thomasville (250 ft.; *Mitchell Ho.*, *Piney Woods Hotel*, from $5, winter-hotels only; *Masury Hotel*, E.P., open all the year), is a favourite winter-resort on a plateau covered with pine-forests. Pop. (1900) 5822. Its attractions include numerous walks and drives (Glen Arvern, Paradise Park, etc.), shooting, an opera-house, and comfortable hotels. It is supplied with water by an artesian well 1900 ft. in depth. Round the town are numerous orchards of the 'Le Conte' pear.

About 8 M. to the W. of Waycross is *Ruskin*, the seat of a communistic society founded on an industrial basis. There are about 250 members, and the colony is fairly successful.

From Waycross our line runs to the S.E. Beyond (973 M.) *Folkston* we cross the *St. Mary's River* and enter *Florida* ('Everglade State'). At (994 M.) *Callahan* we cross the Seaboard Air Line from *Fernandina* (p. 446) to *Tampa* and *Cedar Key* (R. 79c).

1014 M. **Jacksonville**, see p. 446. Hence to (1050 M.) *St. Augustine* and (1380 M.) *Miami*, see p. 447; to (1254 M.) *Tampa* and (1263 M.) *Port Tampa*, see R. 79.

b. Viâ Southern Railway.

Railway to (1023 M.) *Jacksonville* in 2 6 2/3-3 4 1/4 hrs., to (1060 M.) *St. Augustine* in 2 7 3/4-3 6 hrs., to (1263 M.) *Tampa* in 4 1-4 4 hrs. (fares as above). The 'Southern's Palm Limited' leaves New York at 12.40 p.m.

From New York to (228 M.) *Washington*, see R. 42; thence to (608 M.) *Charlotte*, see R. 67a; thence to (717 M.) *Columbia*, see p. 435; thence to (870 M.) *Savannah*, see p. 440.

Beyond Savannah this route is the same as that above described, except that the Southern Railway trains do not run viâ Waycross but proceed direct by the 'Jesup Short Line' from (927 M.) *Jesup* to (981 M.) *Folkston* and so to (1023 M.) *Jacksonville* (p. 446).

c. Viâ Seaboard Air Line.

Railway to (984 M.) *Jacksonville* in 2 5 1/2-3 3 3/4 hrs., to (1021 M.) *St Augustine* in (2 6 1/2-36 hrs., to (1196 M.) *Tampa* in 4 2 1/2-4 3 1/2 hrs. (fares as above). The 'Seaboard Florida Limited', leaving New York at 12.55 p.m., is the fastest train to Florida.

From New York to (228 M.) *Washington*, see R. 42; thence to (344 M.) *Richmond*, see R. 65; thence to (598 M.) *Hamlet*, see R. 67 c.

At Hamlet we diverge from the New Orleans line and soon enter *South Carolina.* — 614 M. *Cheraw;* 642 M. *McBee;* 651 M. *Bethune.* — 671 M. **Camden** (240 ft.; *Hobkirk Inn*, from $5; *Court Inn*, from $4, these two open in winter only; *Bloomsbury*, from $3; *Kirkwood*, at Camden Heights), a winter-resort among the pines.

Farther on we cross the *Catawba.* — 704 M. **Columbia,** see p. 435. We here pass from Eastern to Central time (p. xviii). The line now runs due S. 720 M. *Gaston;* 730 M. *Woodford.* At (755 M.) *Denmark* we cross a line from Aiken to Charleston. 765 M. *Olar;* 781 M. *Fairfax;* 789 M. *Gifford.* Beyond (805 M.) *Garnett* we cross the *Savannah* and enter *Georgia.*

845 M. **Savannah,** see p. 440. — We continue to run towards the S. At (855 M.) *Burroughs* we cross the *Ogeechee* and the Atlantic Coast Line (p. 444). Beyond (888 M.) *Darien Junction* (for *Darien*, with a Brit. vice-consul), we cross the *Altamaha.* At (905 M.) *Everett* we intersect the line from Atlanta to Brunswick (see p. 426). Beyond (947 M.) *Kingsland* we cross the *St. Mary's River* and enter *Florida.* — 960 M. *Yulee* is the junction of the line from Fernandina (p. 446) to Baldwin, Tampa, and Cedar Key (R. 79 c).

984 M. **Jacksonville,** see p. 446. Hence to (1021 M.) *St. Augustine*, see p. 447; to (1196 M.) *Tampa*, see R. 79 c.

d. By Steamer.

There are various combinations for a sea-voyage on the way from New York to Florida.

Steamers of the *Clyde Steamship Co.* run thrice weekly (or oftener) from New York (Pier 36, N. River) to *Charleston* and *Jacksonville* (2½-3 days; fare $25).

A steamer of the *Mallory Line* plies every Frid. at 3 p.m. from New York (Pier 21, E. River) to *Brunswick* (p. 426; 60 hrs.; fare $20). From Brunswick a steamer of the Cumberland ('inside') Route runs in connection with the New York boats to *Fernandina* (p. 446; 3½ days; through-fare $20). Jacksonville is 1½ hr. from Fernandina by railway (see p. 446) and 3½-4 hrs. from Brunswick viâ *Everett* (p. 426; through-fare $22.25).

Steamers of the *Ocean Steamship Co.* leave New York (Pier 34, N. River) 3-4 times weekly for *Savannah* (50 hrs.; fare $20, to Jacksonville $25), and Boston (Lewis Wharf) once weekly for the same port (60 hrs.; $22, to Jacksonville $27). From Savannah to *Jacksonville* by railway, see RR. 75a, 75b.

Steamers of the *Merchants and Miners Transportation Co.* run thrice weekly from *Baltimore* (foot of West Falls Ave.) to *Savannah* (50 hrs; fare $15, from New York $18.80). From Savannah to *Jacksonville* by railway as above (through-fare from Baltimore $20.65, from New York $24.45).

A steamer of the *Old Dominion Line* leaves New York (Pier 26, N. River) every week-day for *Norfolk* (p. 444; 19-20 hrs.; $8), whence we may proceed to the S. by the Seaboard Air Line viâ *Norlina* (p. 427), by the Atlantic Coast Line viâ *Rocky Mount* (p. 434), or by the Southern Railway (p. 423).

Jacksonville. — **Hotels.** Windsor, Grand View, Duval, from about $2½ or $3; Aragon, from $2; *Roseland*, $2. — *Boarding Houses*, $6-12 per week. *Furnished Rooms*, $2½-6 per week.

Electric Tramways run through the chief streets and to the suburbs. *Cab* from the stations or wharves to the hotel, 25 c. each pers.; each trunk 25 c. — **Steamers** ply up the *St. John's River* (p. 454) and to *Mayport*, *Charleston*, *New York*, *Boston*, etc. — *Small Boats*, at the foot of Market St., 25 c. per hr. — *British Vice-Consul*, Mr. Edward Sudlow. — *Post Office*, Hogan St., corner of Forsyth St.

Jacksonville, the commercial metropolis of Florida (28,429 inhab. in 1900), situated on the left bank of the *St. John's River*, 22 M. from its mouth, was founded in 1822 and named after Gen. Andrew Jackson. Three-fourths of the town were burned down in 1901, but it has been substantially rebuilt. Jacksonville is much frequented by visitors from the N. on account of its dry and equable winter-climate (mean winter temp. 55° Fahr.) but offers comparatively little of interest to the passing tourist, who will probably regard it merely as a stage on the way to St. Augustine and the more picturesque parts of Florida. It carries on a large trade in fruit, timber, and grain, and has some manufactures. The chief business-streets are *Bay Street* and *Forsyth Street*, parallel with the river, and *Laura Street* and *Main Street*, at right angles to it. The residence-streets are generally shaded with bitter-orange and other trees. The chief streets are paved with vitrified brick.

Pleasant drives may be enjoyed on the shell-roads to the N. and in the Riverside suburb (S.W.). Good views of the city and river are enjoyed from the *Viaduct*, which leads from Bay St. to Riverside Ave., and from the ferry plying from the foot of Newnan St. to S. Jacksonville. A *Confederate Monument* was unveiled in 1898 in St. James Park. A visit may be paid to the *Florida Ostrich Farm*.

From Jacksonville to Fernandina, 36 M., railway in 1½ hr. (fare $1.10). — **Fernandina** (*Albemarle*, from $2½; *Florida*, from $2½; Brit. vice-consul, *Mr. E. V. Nicholl*), a seaport with (1900) 3245 inhab., situated on the W. side of *Amelia Island*, at the mouth of the *Amelia River*, was settled by the Spaniards in 1632. It has a fine harbour and carries on a trade in phosphates, naval stores, and timber, while steamers ply to Brunswick (see p. 428), European ports, etc. Its population is much increased in winter by visitors from the N. A good shell-road leads to (2 M.) *Amelia Beach*, a fine expanse for bathing and driving. Excursions are often made to *Cumberland Island* (p. 442). — From Fernandina to *Baldwin*, *Tampa*, and *Cedar Key*, see R. 79 c.

From Jacksonville to Mayport, 26 M., *Florida East Coast Railway* (reached by ferry from foot of Newnan St.) in 1 hr. (fare 65 c.). — 18 M. **Pablo Beach** (*Hotel Pablo*, $2; *Ocean View*, $1½), one of the most popular summer and sea-bathing resorts in Florida, has a splendid beach and the usual seaside attractions. — 20 M. **Atlantic Beach** (*Continental*, from $2½), another similar resort. — 26 M. *Mayport*, at the mouth of the St. John's River. This point may also be reached by steamer from Jacksonville or by driving along the beach from Pablo Beach. From Mayport we may visit *Fort George Island* by small boat.

From Jacksonville to *St. Augustine* and *Miami*, p. 447; to *Enterprise* and *Palm Beach*, see p. 452; up the *St. John's River*, see p. 451; to *Pensacola* and *New Orleans*, see R. 80; to *Tampa*, see R. 79.

ST. AUGUSTINE
1 : 30400
Statute Mile
Metres
North River
MATANZAS BAY
ANASTASIA ISLAND
NORTH CITY
Orange St.
Cemetery
Fort Marion
Grace Church
Municipal Build.
Memorial Presb. Church
Depot
Cathedral
Post Office
Central Wharf
Narrow Gauge R.R.
King St.
Alameda
Villa Zavaven
Wharf
Barracks
Military Cemetery
BUENA ESPERANZA
Water
Alicia Hospital
Park
St. Sebastian River
New Augustine
Matanzas River
S. Beach
A
B
C
D
1
2
3
4
5
6

76. From Jacksonville to St. Augustine and Miami.

368 M. Florida East Coast Railway in 11-13 hrs. (fare $ 11); to (36 M.) *St. Augustine* in 1-1¼ hr. (fare $ 1.25).

Jacksonville, see p. 446. On leaving the station the train crosses the *St. John's River* by a steel bridge, 1320 ft. long, and traverses the suburb of *South Jacksonville*. Farther on we see a few orange groves, but most of the journey for 150 M. passes through pine woods. Between (13 M.) *Greenland* and (16 M.) *Bayard* we cross the *Arlington*.

37 M. **St. Augustine.** — Hotels (open in winter only). *Ponce de Leon (Pl. a; B, 4), from $ 5; *Alcazar (Pl. b; B, 4), from $ 4; Alcazar Annex (formerly the *Cordova*; Pl. c, B 4), E. P., these owned by the Florida East Hotel Co.; Magnolia, $ 2½-4; Granada, Florida Ho. (Pl. e; B, 3), Valencia, Buckingham, St. George, from $ 3; Barcelona, $ 2-2½. — *Boarding Houses*, $ 8-15 per week. — *Casino*, with Turkish, electric, and other baths. — *Hotel Omnibuses* and *Carriages* at the station, ¾ M. from the town (25 c. trunk 25 c.).

Carriages $ 1½-3 per hr., $ 4-5 per day; *Saddle Horses* $ 1 and $ 3. — *Boat*, with attendant, from 25 c. per hr., $ 2-5 per day (Central Wharf).

Post Office (Pl. B, 4), Plaza de la Constitucion (open 8-6).

For details, see 'The Standard Guide of St. Augustine' (25 c.).

St. Augustine (accent on first syllable), one of the most picturesque and interesting little cities in America, lies on the Atlantic coast near the S. end of a narrow peninsula formed by the *Matanzas* and *St. Sebastian Rivers*, and opposite *Anastasia Island*. The surrounding country is flat, sandy, and overgrown with palmetto scrub. The older streets are all very narrow; the old Spanish houses are built of 'coquina' (a kind of shell limestone), and some of them have overhanging balconies. The gardens and squares are full of palmettoes, Spanish daggers, orange and citron trees, date palms, magnolias, and bananas. The permanent population of St. Augustine is (1900) 4272, but this is increased to at least 10,000 during winter. The climate is temperate and equable, the mean temperature for the year being about 70°, for winter 58°.

In 1512 the Spaniard Ponce de Leon landed near the Indian town of *Seloy* (on or near the site of St. Augustine), in search of the 'Fountain of Youth', but, not finding it, re-embarked. Half-a-century later (1564) a colony of French Huguenots, under René de Laudonnière, landed near the same spot, but soon migrated to the St. John's River. The settlement of a Protestant colony within his trans-Oceanic dominions aroused the indignation of Philip II. of Spain, who forthwith sent out an expedition under Don Pedro Menendez de Avilo to exterminate the invaders. Menendez landed at Seloy on Sept. 8th, 1565, found the Indians friendly, and erected the fort of *San Augustin*. St. Augustine is thus one of the oldest permanent settlements of Europeans within the territories of the United States (comp. p. 519). The Spaniards lost no time in carrying out the object of their coming by destroying the French *Fort Caroline* and massacring its inhabitants. During the next century St. Augustine led a very chequered existence. It was plundered by Sir Francis Drake in 1586 and by Capt. John Davis in 1665, and it was attacked on other occasions by the Indians, French, Carolinians, and Georgians (p. 440). In 1763 St. Augustine, with the rest of Florida, was yielded to Great Britain, but it was restored to Spain twenty years later. Under the British it contained about 290 householders and 900 negroes. In 1821 Florida was ceded to the United States, and from

this time may be dated St. Augustine's fame as a winter-resort, though it was not till after the termination of the troubles with the Seminole Indians (1842) that any large number of Northern visitors found their way hither.

There are now few persons of Spanish descent in St. Augustine, all having left the city on the British or American occupation; but some descendants of a colony of Minoreans, who arrived here in 1769, are still to be seen. Many of the older and more picturesque features of the place are disappearing, though a laudable effort has been made to erect new buildings in a style in harmony with the local atmosphere and traditions.

In the centre of the city is the *Plaza de la Constitucion (Pl. B, 4), extending on the E. to the sea-wall and the *Matanzas*, beyond which is seen the island of *Anastasia* (p. 449).

The *Monument* in the centre of the square was erected in honour of the Spanish Liberal constitution of 1812, from which it takes its name. On the E. side is the *Old Market*, erroneously known as the Slave Market. On the N. side is a *Confederate War Monument*. The *Roman Catholic Cathedral*, also on the N. side, was rebuilt on an enlarged scale after the fire of 1887. To the W. is the *Post Office*, to the S. the *Episcopal Church*.

Along the S. side of the Plaza runs the Alameda *(King St.)*, which brings us at once to a group of handsome modern buildings in a Spanish or Moorish style (Pl. B, 4). To the right is the huge *Ponce de Leon Hotel* (properly pron. 'Ponthe de Leōn', but usually called 'Pons dee Leeon'), to the left the *Alcāzār Annex (Córdova Hotel)*, the *Alcazár*, and the *Villa Zorayda*, all adjoined by beautiful semi-tropical gardens.

The *Ponce de Leon (Pl. a), designed by Carrère & Hastings in the style of the Spanish Renaissance, is 380 ft. wide (facade) and 520 ft. long and encloses a large open court. The towers are 165 ft. high (*View). It is built of concrete, with red-tiled roofs and brick and terracotta details. The scheme of colour is very effective. The interior of the *Central Dome* or *Rotunda*, with its four galleries, is elaborately adorned with marble, carved oak, and allegorical paintings. The *Dining Room*, 150 ft. long and 90 ft. wide, is also embellished with scenes from the history of Florida, Spanish proverbs, etc. The whole building has been carried out with a rare attention to detail and every part of it will repay attention. — The **Alcazar** (Pl. b), opposite the Ponce de Leon, is by the same architects and also in the Spanish style. It includes a very large and magnificent *Swimming Bath*, supplied from a sulphurous artesian well. — The *Alcazar Annex or *Cordova Hotel* (Pl. c; formerly the *Casa Monica*), in a Hispano-Moorish style, was designed and built by *Mr. Franklin W. Smith* (see below and p. 226), who in this building and the Villa Zorayda (see below) first demonstrated the adaptability of the monolithic concrete architecture to modern buildings. It includes a fine sun-parlour, 108 ft. long. — The *Villa Zorayda*, the earliest of this group of buildings, was erected by Mr. Smith (see above) in 1883. It is in a Moorish style, with many suggestions from the Alhambra.

*St. George Street (Pl. B, 3, 4), leading to the N. from the N.W. corner of the Plaza, is one of the quaintest and most picturesque streets in the city. It passes the new *Municipal Buildings* and ends at the remains of the old ***City Gate** (Pl. B, 3), consisting of two pillars, 20 ft. high, adjoined by fragments of coquina wall. On the inner side of the buttresses are two stone sentry boxes. The gate dates from the Spanish period, but its exact age is unknown. Outside the gate (to the left) is what is known (without justification) as the old *Huguenot Graveyard*. We, however, turn to the right, to visit ***Fort Marion** (Pl. B, 3), the most interesting relic of the

ancient city, which lies on the Matanzas, at the N. end of the sea-wall (open free, 10-4; fee to the sergeant who acts as cicerone).

Menendez (p. 447) erected a wooden fort (*San Juan de P.ños*) on or near this spot. The present fort, which is made of coquina, was building for nearly 100 years and was finished in 1756. The Spaniards named it *San Marco*, and it received its present name in 1821. The fort is laid out on the Vauban system, with bastions at the four chief angles, each protected by a watch-tower, and is surrounded by a moat and glacis. We enter by a drawbridge, over each end of which are the Spanish coat-of-arms and a Spanish inscription. Among the special features pointed out in the interior are the *Chapel*, the *Dungeon*, and the casemate from which the Seminole chief Coacoochee, who was confined here with Osceola, made his escape during the Seminole War (1835-42).

The Sea Wall (Pl. B, 3, 4), beginning at the water-battery of the fort and extending $^3/_4$ M. to the S., affords a fine promenade (views). It is made of coquina, capped with granite, and dates from 1835-42. — At the S. end of the sea-wall are the **St. Francis Barracks** (Pl. B, 4), named from its occupying the site of the old Convent of St. Francis, some of the coquina walls of which are incorporated in the present structure. Guard-mount and dress-parade, with military music, attract many visitors. — A little farther S. is the *Military Cemetery* (Pl. B, 5), containing memorials of 'Dade's Command' (p. 459) and other soldiers who fell in the Seminole War (order of adm. necessary from the adjutant of the post). — A little to the S. is the *Alicia Hospital* (Pl. B, 5). — In St. Francis St., opposite the barracks, is what is said to be the *Oldest House in the United States* (adm. 25 c.), built by the Huguenots (p. 447) in 1564, occupied by Franciscan monks in 1565-80, and afterwards in possession of the same family from 1590 to 1882. It has been 'restored' and contains a collection of relics connected with the history of Florida.

Among the other buildings of interest in St. Augustine are *Grace Church* (Meth. Epis.; Pl. B, 3), by Carrère & Hastings, at the corner of Cordova St. and Carrère St., and the elaborate **Memorial Presbyterian Church* (Pl. A, 3), not far from the railway-station, designed by the same architects and erected by Mr. H. M. Flagler in memory of his daughter. — The museum of the *St. Augustine Institute of Natural Science* (open to visitors) occupies an interesting old building at the corner of Treasury & Marine Sts. (Pl. B, 3).

The harbour of St. Augustine is admirably adapted for *Rowing* and *Sailing*, and excursions may be made to *Matanzas* (to the S.), up the *North River*, etc. In the ocean, $3^1/_2$ M. from Matanzas, is a hot *Sulphur Spring*. Among the points of interest on the island of *Anastasia* (bridge from the foot of King St.; railway across the island) are the *South Beach*, the *Lighthouse*, and the old *Coquina Quarries*. *North Beach* is a favourite driving and riding resort. Fair sea-fishing (sea-bass, etc.) may be obtained here and at Matanzas. The *St. Augustine Golf Course*, beyond the old City Gate, has nine holes.

Leaving St. Augustine, the train crosses the sluggish and marshy *St. Sebastian River* and runs to the S.W., past (49 M.) *Armstrong* and (54 M.) *Hastings* (noted for its fine crops of potatoes), to (62 M.) *East Palatka*, on the bank of the St. John's.

From East Palatka a branch runs to (64 M.) *Palatka* (see p. 454). Passengers also change cars here for (66 M.) *San Mateo*, on the St. John's.

Beyond East Palatka the train turns at right angles to its former course and heads to the S.E., toward the coast, traversing a monotonous region of pine-trees and palmetto-scrub. Near (83 M.) *Espanola* the first lake of the route appears. A little short of Ormond we cross the *Tomoka River*, in the upper waters of which alligators abound.

105 M. **Ormond** (*Ormond*, open in winter only, $ 4-5; *Mildred Villa*, $ 2½; *Granada*, $ 2), a popular winter-resort on the *Halifax River* and the ocean beach. The broad beach, as smooth and as hard as a floor, affording an unsurpassed course for driving and bicycling, stretches N. and S. for 30 M. without a break. It is a favourite resort for automobile racing, and a mile is said to have been covered here under 40 seconds. Inland are numerous drives, chiefly through dense 'hammock' (thick forest or jungle growth). In the midst of the hammock to the W. of the town are the ruins of an old sugar-mill reputed to have been built by Spaniards in the 16th century. Beyond *Buckhead Bluff*, on the Tomoka, is a row of cabbage palmettoes, marking the line of the 'King's Road', which was built in the 18th century by the English from St. Mary's (Georgia) for 400 M. to the S., through Florida. Excellent fishing and shooting; boating on the Halifax, 24 M. long and ½ M. wide, and up the Tomoka (steam-launches).

110 M. **Daytona** (*Colonnades*, $ 3-4; *The Breakers*, $ 3; *Clarendon*, from $ 3, these at Seabreeze or East Daytona; *Ridgewood*, from $ 3; *Palmetto*, $ 2½; *Grand Atlantic*, *Bennett Ho.*, *Parkinson Ho.*, from $ 2½; *Seaside Inn*, at Goodall, $ 2½) is another favourite resort on the Halifax River, with 2000 inhab., fine trees, a good beach, a pier, and the winter-homes of many wealthy Northerners. A beautiful drive-way, available for bicycles, leads to Ormond, and the return may be made on the hard ocean-beach (see above). — 115 M. *Port Orange*. The pine-forests through which we have been travelling grow sparser and the palmetto-scrub grows thicker. At milepost 119 the train crosses a broad inlet from the Halifax.

125 M. **New Smyrna** (*Ocean Ho.*, from $ 3), on the *Indian River North*, frequented by sportsmen, was founded in 1769 by a colony of 1500 Minorcans and Greeks established for the culture of indigo and sugar by an Englishman named Turnbull (see p. 448). An ancient ruin, part of the stone walls of which are standing, is believed by many antiquarians to be the remains of a chapel built by men with Columbus on his second voyage, in 1496 or 1497. Shell mounds and other prehistoric remains have been found. Good fishing, shooting, and boating. On the peninsula opposite New Smyrna is *Coronado Beach*, a popular all-the-year-round resort.

From New Smyrna to Orange City Junction, 27 M., railway in 1 hr. — 20 M. *Lake Helen* (Harlan Hotel, $ 2½-3) is the seat of the 'Southern Cassadaga Spiritualists' assembly. — 25 M. *Orange City*. — 27 M. *Orange City Junction*, connecting with the Atlantic Coast Ry. (see p. 410).

Beyond (136 M.) *Oak Hill* we catch on the left the first glimpse of the **Indian River**, parallel with which, and frequently within sight, the line runs for the next 143 M. A vast marsh and a forest of cabbage palmettoes are traversed, and then for several miles the track skirts the river, here a broad bay, the farther shore dimly discernible.

The **Indian River**, 160 M. in length from its head to the S. end at Jupiter Inlet, is the most important of the so-called 'rivers', but really long narrow sounds or lagoons, that run parallel with the Atlantic Ocean nearly all the way from the mouth of the St. John's to Biscayne Bay. They are separated from the ocean by a narrow strip of land, broken by a few inlets, and vary in width from 50 yds. to about 6 M. The *Matanzas* (p. 447), the *Halifax* (p. 450), *Indian River North* (p. 450), and *Lake Worth* (p. 452) all belong to this series of lagoons. If the sounds were continuous, there would be only one river some 340 M. in length Their continuity is broken at various places, the intervals in which no water-way exists ranging in length from about 600 yards to 24 M. Across some of the shorter isthmuses, as well as from Lake Worth to Biscayne Bay, canals have been constructed, while others are now in progress (see below). The usefulness of the sounds for shipping, however, is limited by their shallowness. The greatest depth does not much exceed 12 ft., while the minimum depth (after the under-noted improvements are completed) will be about 5 or 6 ft. The water of these lagoons is salt, greatly freshened by the rivers that flow into them.

The banks of the **Indian River** are lined with luxuriant semi-tropical vegetation, which affords cover to large and small game, including bears, pumas (p. 443), wild-cats, deer, and turkeys, while the water teems with fish. The water is often highly phosphorescent at night. The Indian River oranges (groves on the W. shore) are celebrated.

At present no steamers navigate the Indian River, but the **Florida Coast Line Canal & Transportation Co.** is now at work improving the water-ways (comp. above) and expects to operate a line of steamers from St. Augustine to Miami in 1905. The route will be down the *Matanzas River* (p. 447), then through a canal (16 M. long) to the head of the *Halifax River* (p. 450), and thence through that river and the *Mosquito Lagoon* (or *Lower Halifax*). This lagoon will be connected with the *Indian River* by a canal, 1½ M. long, and the river itself, which the steamers will follow to *Jupiter Inlet* (p. 452), has been dredged and deepened. Beyond Jupiter the steamers will proceed, through the *Lake Worth Creek* (straightened) and a canal, to *Lake Worth* (p. 452), which they will enter about 10 M. to the N. of *Palm Beach* (p. 452). To the S. of Lake Worth the steamer water-way will consist of about 40 M. of canals and improved channels, passing through *Hillsborough* and *New River Sounds* and finally entering *Biscayne Bay* (p. 453), about 16 M. to the N. of *Miami* (p. 453). When this new line of steamers is in operation, it will form a very attractive alternative route to the S. from Jacksonville and St. Augustine.

154 M. **Titusville** (*Indian River*, from $2\frac{1}{2}$), with (1900) 756 inhab. and a considerable fish and oyster trade, is practically at the head of the Indian River (see above) and is the usual starting-point of boating parties. It is also the junction of a line to Sandford.

From Titusville to Sandford, 47 M., *Florida East Coast Railway* in 2-2½ hrs. (fare $ 1.40). This line runs towards the N.W., passing several small stations. 36 M. **Enterprise** (*Brock Ho.*, $ 2½), on the N. bank of *Lake Monroe*, opposite Sandford (p. 457), has some fame as a winter resort. At (40 M.) *Enterprise Junction* we join the Atlantic Coast Line (p. 457). — 47 M. *Sandford*, see p. 457.

169 M. *City Point*; 173 M. *Cocoa* (p. 452).

175 M. **Rockledge** (*Indian River*, $3-4; *Plaza*, *New Rockledge*, from $2½; *White's Cottage*, $2), a favourite resort on the Indian River, is delightfully situated on high ground rising from the W. bank of the river, here 1¼ M. wide. Beyond lies *Merritt's Island*, which is separated from *Coccoa Beach* or *Oceanica*, on the Atlantic, by the *Banana River*. Coquina rock formation on the river-bank suggests the name of the place. A shell-road connects Rockledge with Cocoa, and cottages of winter-residents border the stream for several miles. Yachts of all kinds dot the river during the season; the fishing is excellent, and alligator hunts are frequently organized. Rockledge is the chief home of the famous Indian River oranges (p. 451).

For the next 60 M. the line traverses an uninteresting stretch of white sand, producing scattered pine-trees and abundant scrub palmetto. The infrequent villages lie between the railway and the river. — We cross small creeks at (190 M.) *Eau Gallie*, (194 M.) *Melbourne* (Belleview, $2½-3), and (200 M.) *Malabar*. In approaching (215 M.) *Sebastian*, junction of a line to (10 M.) *Cincinnatus Farms*, we cross the *Sebastian* by a long draw-bridge. — 242 M. *Fort Pierce* (Fort Pierce Hotel, $2½) is a trading point for the Seminole Indians and one of the headquarters of tarpon-fishing (p. 443). We enter the pine-apple region (p. 443). For 15 M. the railway is bordered by pine-apple plantations, most of them unprotected, some under sheds. The largest plantations in this neighbourhood are at (254 M.) *Eden* and (257 M.) *Jensen*. — Between Jensen and (261 M.) *Stuart* the line curves away from the Indian River and crosses the broad estuary of the *St. Lucie River*. — At (283 M.) *West Jupiter* we cross the *Jupiter River*, with a view (left) of Jupiter lighthouse, the Nassau (p. 454) cable-station, Jupiter Inlet, the mouth of Indian River, and breakers on the beach.

Jupiter Inlet (good fishing) lies at the S. end of the Indian River and is protected by a *Lighthouse*, the *View from which is very extensive. About 1 M. to the S. is a *U. S. Life-Saving Station*. The mangrove thickets and curious arboreal forms are interesting. The Inlet is connected by a short canal with Lake Worth (see below).

Beyond West Jupiter the country is tame to (299 M.) *West Palm Beach* (Palms, La Grange, Holland, $2-3). We cross Lake Worth on a bridge ½ M. long. To the left lies *Munyon's Island* (Hotel Hygeia), recently frequented by Northern visitors.

300 M. **Palm Beach.** — **Hotels.** *Royal Poinciana, an immense structure in the Colonial style, with a frontage of 1000 ft. and room for 1500 guests, from $5; *Palm Beach Inn, with 225 bedrooms, from $3; *The Breakers, with 700 beds, from $4; Hibiscus, from $2½; also several smaller hotels and boarding-houses.

Palm Beach, situated on the narrow strip between *Lake Worth* (22 M. long and ½-1 M. wide) and the Atlantic Ocean, ranks as one of the most fashionable winter-resorts of the United States, and in some respects rivals the resorts of the Mediterranean. The season, extending from Christmas until April 10th, is at its height in March,

when the hotels are crowded. Unlimited wealth has made of the surroundings of the chief hotels a vast semi-tropical paradise. The *Royal Poinciana* (named for a tree with gorgeous flowers, blooming in summer) faces Lake Worth, while the *Palm Beach Inn*, with which it is connected by a wide avenue of palms, 1/2 M. long, and *The Breakers* (with its cottages) face the ocean. The grounds are filled with bearing cocoanut-trees, palms of many varieties, and countless foliage and flowering plants and shrubs, and are adjoined by gardens in which bananas, guavas, grape-fruit, avocado pears, custard apples, maumee apples, mangoes, and pawpaws come to maturity. The cupola of the Poinciana yields an entrancing view (esp. at sunset), including the entire length of Lake Worth, with the villas on its banks, the narrow peninsula, clad in tropical verdure, between the lake and the ocean, the Atlantic stretching away to the E. horizon, and the mysterious Everglades on the W. Adjoining the Palm Beach Inn is the *Pavilion*, with a large swimming pool. A long pier extending into the ocean affords opportunities for fishing (tarpon, etc.). Lake Worth is also a favourite yachting rendezvous. The *Palm Beach Golf Links* (18 holes) are deservedly popular. Bicycle chairs and 'rickshaws' are much in vogue for locomotion.

Leaving Palm Beach, the train re-crosses Lake Worth and turns to the S. Pine-apple plantations are occasionally passed. The soil is light sand, almost pure white. 312 M. *Boynton* (The Boynton, $2½-3); 317 M. *Delray;* 341 M. *Fort Lauderdale*, on the N. bank of the *New River*. — 351 M. *Hallandale*, with great fields of garden truck, particularly tomatoes, which are sent N. in Feb. and March. Bananas thrive. — 357 M. *Arch Creek*, with a natural bridge of solid coquina rock; 362 M. *Lemon City*.

366 M. **Miami** (*Royal Palm*, from $5, sometimes crowded; *Biscayne*, from $3; *The Everglade*, $2½; *Gautier; Palm Hotel*, from $2½; omn. 25 c.), the S. terminus of the Florida East Coast Ry., and the southernmost railway-station in the United States (lat. 25° 50′), is one of the oldest towns in the State. It was organized as a modern city in 1896, and in 1900 had a population of 1680, which number is greatly enlarged during the winter tourist season. Miami is situated on the N. bank of the *Miami River*, where it enters *Biscayne Bay*, a large sheet of clear salt water, separated from the ocean by the first of the long chain of Florida Keys. The bay is now being dredged and improved by the U. S. Government, and it is expected that vessels drawing 17 ft. of water will be able to enter the new harbour. Miami has a balmy climate and dense tropical vegetation, and the soil produces a great variety of tropical and semi-tropical fruits and vegetables. The *Hotel Royal Palm* occupies the point of land between the Miami River and the Bay and is surrounded by an immense grove of cocoanut-trees. The *Fishing* is good. The *Golf Links* are very flat.

The *Florida East Coast Steamship Co.* runs a large steamer tri-weekly throughout the year from Miami to (165 M.) *Key West* (see p. 458), the route following the line of the keys, sometimes within, sometimes without (13 hrs.; fare $8.75, incl. berth and meals). Another fine steamer of the same company runs 2-3 times a week in Jan.-April to (185 M.) *Nassau* (Colonial, from $5; Royal Victoria, from $4), in the *Bahama Islands* (12 hrs.; fare $18.50, incl. berth and meals). Yet another boat of the same company runs twice weekly throughout the year to (240 M.) *Havana*, Cuba (16 hrs.; fare $21, incl. berth and meals).

About 5 M. to the S. of Miami is *Cocoanut Grove*, overlooking *Biscayne Bay*, with the *Peacock Inn* ($8\frac{1}{2}$-$3\frac{1}{2}$), the southernmost hotel on the mainland of the United States (boating, fishing, shooting).

77. The St. John's River.

Steamers of the *Clyde's St. John's River Line* leave Jacksonville thrice weekly at 3.30 p.m. for *Palatka*, *Astor*, *Beresford* (*De Land*), *Sanford* (17 hrs.; fare $3.75, incl. meals and berth), and *Enterprise* (18 hrs.; same fare). Other steamers run to *Green Cove Springs*, *Palatka* and *Crescent City*, and *Mayport* (see p. 446; daily). — Travellers who start from St. Augustine may join the steamer at Palatka (railway from St. Augustine, 28 M., in $1\frac{1}{4}$-$1\frac{1}{2}$ hr.).

There is no great variety in the scenery of this trip, but visitors to Florida should make part of it at least for the sake of the picture it affords of luxuriant semi-tropical vegetation, with occasional glimpses of alligators. The St. John's River is about 400 M. long, and its lower course resembles a series of lakes $\frac{1}{2}$-6 M. wide. Parts of the upper river are well-nigh choked with water-hyacinths (*Eichhornia azurea*).

The terms right (r.) and left (l.) in the following route are used with reference to travellers ascending the river.

Jacksonville, see p. 446. The following are some of the chief points passed. — 10 M. (r.) *Black Point*. 14 M. (r.) *Orange Park* (rail. station). — 15 M. (l.) *Mandarin*, formerly the winter-home of Mrs. Harriet Beecher Stowe. — 24 M. (r.) *Magnolia Point*, one of the highest bluffs on the river. — $24\frac{1}{2}$ M. (r.) Mouth of *Black Creek*, navigable for 8 M. — 25 M. (l.) *Remington Park*.

28 M. (r.) **Magnolia Springs** (*Hotel*, from $4; rail. stat.), a favourite resort of consumptives, amid pines and orange-groves.

30 M. (r.) **Green Cove Springs** (*Clarendon*, $3; *St. Elmo*, $3-4), a favourite resort, with a copious sulphur-spring (78°), used both for bathing and drinking. A beautiful path leads along the river to (2 M.) *Magnolia*. — 38 M. (l.) *Hogarth's Landing*. — 44 M. (l.) *Piccolata*, an old Spanish settlement. — 49 M. (l.) *Tocoi*, the junction of a (disused) railway to (18 M.) St. Augustine (p. 447). — 63 M. (l.) *Orange Mills*, with fine orange-groves.

75 M. **Palatka** (*Saratoga*, $2\frac{1}{2}$; *Graham*, from $2\frac{1}{2}$; *Arlington*, $2; tramway between railway-station and steamer-landing 5c.), the largest town on the St. John's above Jacksonville (3301 inhab. in 1900), is pleasantly situated and attracts many winter-visitors. It is a railway-centre of some importance, and is the starting-point of the small steamers which ascend the *Ocklawaha* (p. 455) and of others for *Drayton Island* (p. 455).

From Palatka to *Rockledge*, *Palm Beach*, and *Miami*, see R. 76; to *Sanford*, see R. 79a; to *St. Augustine*, see p. 449; to *Jacksonville* (by railway),

see p. 456. Lines also run hence to *Lake City* and *Macon* (pp. 460, 442) and to *Gainesville* (p. 459) and *Ocala* (p. 459).

Above Palatka the vegetation becomes more luxuriant and tropical in character, including cypresses, orange-trees, magnolias, palmettoes, water-oaks (*Quercus aquatica*), azaleas, vines of all kinds, etc. The river becomes narrow and winding.

76 M. (l.) *Hart's Orange Grove*, one of the most productive in Florida. — 82 M. (l.) *Dunn's Creek*, up which the *Crescent Lake* steamer plies to *Crescent City*. — At (85 M.) *Buffalo Bluff* the railway crosses the river (p. 456). — 93 M. (l.) *Satsuma*, with fine orange-groves. — 100 M. (l.) *Welaka* (McClure Ho., $ 2), on the site of Indian and Spanish settlements, is nearly opposite the mouth of the *Ocklawaha* (see below). — 106 M. (r.) *Fort Gates*. The river now expands into **Lake George*, 12 M. long and 9 M. wide. *Drayton Island* has fine orange-groves. To the right is the outlet of *Lake Kerr*. On leaving Lake George we enter another narrow stretch of river. — 134 M. (l.) *Volusia*, on the site of an early Spanish mission. (r.) *Astor*. A little farther on we cross *Dexter Lake*. — From (162 M.) *Beresford* (l.) a short branch-line runs viâ *De Land Junction* to *De Land* (College Arms, $ 3-5; Putnam, $ 2½-3), with the *John B. Stetson University* (450 students). — 168 M. (l.) *Blue Spring*, with a singular spring. We now reach the most picturesque part of the river. — 174 M. (r.) Mouth of the *Kissimmee River* (not to be confounded with that mentioned at p. 457).

Farther on the steamer passes another railway-bridge and enters *Lake Monroe*, 5 M. in diameter, on the S. side of which lies (193 M.) **Sanford** (p. 457) and on the N. (198 M.) **Enterprise** (p. 451).

Above Lake Monroe the St. John's River is navigable for a considerable distance by steam-launches, and sportsmen and tourists occasionally go on as far as *Lake Harney* (guides, etc., obtainable in Sanford).

78. The Ocklawaha River.

Steamers of the *Hart* or *Lucas Lines* leave *Palatka* daily in the season (about noon) for (135 M.) *Silver Springs* (20 hrs., down stream 15 hrs.; fare $ 7, incl. meals and berth). The steamers, though necessarily small, are fairly comfortable.

This trip should not be omitted by any visitor to Florida. The **Ocklawaha ('dark, crooked water'), issuing from *Lake Griffin*, near the centre of Florida, joins the St. John's River (see above) after a course of 280 M., of which about 200 M. are navigable by small steamers. It is exceedingly tortuous, flows nearly all the way through a vast cypress-swamp, and has no banks except the tree-trunks rising from the water. The moss-draped cypresses produce a most weird and picturesque effect, especially when lighted up by the level rays of the rising or setting sun or by the flaming pine-knots or electricity used to help navigation at night. Alligators, snakes, turtles, water-turkeys, herons, egrets, and other birds of brilliant Southern plumage abound on its banks. No shooting is allowed from the steamers. The steering-apparatus is interesting. — The trip may also be made in the reverse direction.

From Palatka to (25 M.) *Welaka*, see above. Our steamer now leaves the St. John's River and turns to the right (W.) into the

narrow *Ocklawaha*. The following are some of the chief landings, though none are of any size or importance.

32 M. *Davenport;* 48 M. *Blue Spring;* 58 M. *Fort Brooke.* — At (59 M.) *Orange Springs* the Ocklawaha is joined on the right by the *Orange Creek* and bends abruptly to the left (S.). — About 5 M. farther on we pass a double-headed palmetto. — 75 M. *Iola;* 78 M. *Forty Foot Bluff;* 87 M. *Eureka.* — At (88 M.) the **Cypress Gate* we pass between two huge cypresses, barely leaving room for the steamer. About 7 M. farther on we pass a *Twin Cypress* (left), where two trees have grown into one. 101 M. *Hell's Half Acre* (island); 103 M. *Gore's;* 105 M. *Osceola's Old Field* (comp. p. 449); 106 M. *Durisco's;* 118 M. *Grahamville.*

Farther on (126 M. from Palatka) we leave the muddy Ocklawaha, emerge from the woods, and ascend the crystal-clear *Silver Springs Run* to the right.

135 M. **Silver Springs** (*Brown Ho.*, $ 2), the largest and one of the most beautiful of the springs of Florida, claims to be the 'Fountain of Youth' of which Ponce de Leon was in search (p. 447). The water is wonderfully transparent, small objects being distinctly seen at the bottom (60-80 ft. deep). The spring discharges thousands of gallons of water hourly. The visitor should row round the pool in a small boat.

Silver Springs is a station on the Seaboard Air Line, connecting viâ *Ocala* (p. 459), 6 M. to the W., with all parts of the State.

The upper part of the Ocklawaha, above Silver Springs Run (see above), is seldom visited by the tourist.

79. From Jacksonville to Tampa.

a. Viâ Palatka and Sanford.

240 M. Atlantic Coast Railway in 10 hrs. (fare $ 6.30; sleeper $ 2). *Port Tampa* (p. 458), the starting-point of steamers to Key West and Havana, is 9 M. (35 min.) farther on. Through-sleepers from New York to Port Tampa run on this route (comp. p. 443).

From *Jacksonville* (p. 446) to Palatka the line follows the left (W.) bank of the *St. John's River* (p. 454), which, however, is seldom in sight. 28 M. *Magnolia Springs* (p. 454); 30 M. *Green Cove Springs* (p. 454); 41 M. *West Tocoi* (comp. p. 454). — 55 M. **Palatka** (p. 454).

At (63 M.) *Buffalo Bluff* the train crosses to the E. bank of the St. John's. Numerous orange-groves are passed. 83 M. *Seville* (Grand View, $ 2), with a picturesque little station. *Lake George* (p. 455) lies 4 M. to the W. — 99 M. *De Leon Springs.* At (108 M.) *Beresford* we cross the short line from *De Land Landing* (p. 455) to *De Land* (p. 455), and at (112 M.) *Orange City Junction* we connect with that from *New Smyrna* (p. 450). — At (118 M.) *Enterprise Junction* diverges the line to *Enterprise* and *Titusville* (p. 451).

Our line now crosses the St. John's River as it issues from *Lake Monroe* (p. 455). 121 M. *Monroe.*

125 M. **Sanford** *(Sanford Ho.*, from $ 2; *Wilton*, $ 2-3; *Rail. Restaurant)*, a thriving little city with (1900) 1450 inhab., is of some importance as the practical limit of navigation on the St. John's River and the junction of several railways. It lies on the S. side of *Lake Monroe*, in which fair fishing is obtained.

From Sanford to Tarpon Springs and St. Petersburg, 153 M., *Atlantic Coast Line* (no through-trains). — 16 M. *Palm Springs;* 26 M. *Clarcona;* 28 M. *Crown Point*, with lemon-groves; 33 M. *Oakland*, on *Lake Apopka*, with large orange-groves; 44 M. *Clermont*, on *Lake Minneola*, a tomato-growing centre; 55 M. *Muscotte*. At (75 M.) *Trilby*, where we cross the W. coast route from the N. to Tampa (see p. 459), the line changes from narrow gauge to standard gauge. The town lies on *Lake Du Maurier*, and its streets are named after the characters in the well-known novel. — 121 M. **Tarpon Springs** *(The Oaks. The Ferns*, $ 2), a pleasant resort on the Gulf Coast, near the mouth of the *Anclote River*. The late Duke of Sutherland's manor lies 2 M. to the N.E. On the Anclote River, 3 M. to the W., is *Sponge Harbor*, whence large quantities of sponges are exported. The total annual value of the sponges produced in Florida is over $ 1,000,000. — 126 M. *Sutherland* (San Marino, $ 2-4), a favourite winter-resort. — Beyond (131 M.) *Dunedin* the train traverses the *Pinellas Peninsula*, between Old Tampa Bay and the Gulf of Mexico. — 136 M. **Belleair** *(Bellevue*, from $ 3½) is a new winter-resort overlooking *Clearwater Bay*, with good shooting, fishing, and yachting, and a well-made bicycle-track. — 153 M. **St. Petersburg** (*Detroit, Huntington*, from $ 2½), a good fishing-station on Tampa Bay. Steamers ply from (153 M.) *St. Petersburg Wharf* to *Port Tampa* (p. 458) and the *Manatee River*.

From Sanford to *Jacksonville* by steamer, see R. 77. Sanford is also connected by railway with *Lake Charm* and with *Tavares* (on *Lake Eustis*) and *Leesburg* (p. 459).

Beyond Sanford we traverse a country thickly sprinkled with lakes. — 143 M. *Winter Park* (Rogers Ho., $ 2-2½), a charming winter-resort, surrounded by lakes (boating and fishing). — 148 M. **Orlando** (*San Juan*, $ 2½-3½; *La Casa*, $ 2; *Darrow*, from $ 2), a busy little city with (1900) 2181 inhab., affords good headquarters for guides and sporting supplies. — 166 M. *Kissimmee* (Kissimee Hotel, from $ 2½; Graves, Park, $ 2), on *Tohopekaliga Lake*, is another good hunting centre. It is the headquarters of the *Disston* or *Okeechobee Co.*, which has done much to reclaim the swampy land to the S. Sugar is raised at *St. Cloud*, a little to the E. (branch-line).

The *Kissimmee River*, issuing from Tohopekaliga Lake, flows through *Lake Kissimmee* to the large *Lake Okeechobee*, which connects with the Gulf of Mexico by a canal and the *Caloosahatchee River*.

From (194 M.) *Bartow Junction* a branch-line runs to the S. to (17 M.) *Bartow*, (91 M.) *Punta Gorda*, and (101 M.) *Fort Myers*.

Punta Gorda *(Punta Gorda Hotel*, open in winter, from $ 2½; *Dade Ho.* open in summer, $ 2½; Brit. vice-consul, *Mr. A. F. Dewey*), on *Charlotte Harbor*, is resorted to by sportsmen and fishermen, who obtain good sport on the *Peace River* and in the harbour. The best fishing-ground for tarpon is within easy reach.

208 M. *Lakeland* (215 ft.; Tremont Ho., $ 2½-3; Matanzas, $ 2) is the junction of another line to Bartow (and Punta Gorda) and also of the W. coast line from the N. (comp. p. 459). At (218 M.) *Plant City* we cross the Seaboard Air Line (comp. p. 460).

240 M. **Tampa** (*Tampa Bay Hotel*, with 500 rooms, a theatre, a swimming bath, a bicycle-track, and golf-links, from $ 4, variously

reported on; *Almeria*, from $ 2½; *Arno*, $ 2-3; *Palmetto*, *De Soto*, from $ 2), the most important commercial city on the Gulf Coast of Florida, with (1900) 15,839 inhab. (incl. West Tampa), lies at the head of *Hillsborough Bay* (the E. branch of Tampa Bay) and at the mouth of the *Hillsborough River*. It is surrounded with lemon and orange groves and has become one of the favourite health-resorts in Florida, especially since the opening of the huge and handsome Tampa Bay Hotel (façade of 511 ft.). The bay swarms with fish, including the tarpon (p. 443), and with water-fowl, while deer and other game are found inland. Cigar-making is the leading industry. Tampa was one of the great mobilisation camps in the Hispano-American war of 1898.

About 20 M. to the S.E. of Tampa, at *Indian Hill*, are some curious shell-mounds in which human remains were found.

249 M. **Port Tampa** (**The Inn*, R. from $ 1; Brit. vice-consul, *Mr. John Bradley*), on the peninsula separating Hillsborough Bay from *Old Tampa Bay*, is the starting-point of steamers to *Key West* and *Havana*, *Mobile*, and various points on *Tampa Bay*, the *Manatee River*, etc. To reach deep water the railway has to run into the bay on trestle-work for nearly 1 M., and at the end of this is the pier, with the inn and other buildings.

The Peninsular & Occidental S. S. Co.'s steamers for *Havana*, the capital of Cuba, run thrice weekly in winter and twice weekly in summer (34 hrs.; fare $ 21.25). On the way they call at **Key West** (*Key West Hotel*, $ 4; *Island City Hotel*, $ 3; *Cripe Hotel*, $ 1½-2½; *El Polaco*, Spanish restaurant; British vice-consul; tramways; carr. $ 1 per hr.), the third city of Florida (17,114 inhab. in 1900), situated upon one of the long chain of 'keys', or small coralline islands, which lie to the S. of the peninsula. The name is said to be a corruption of the Spanish *Cayo Hueso* ('Bone Island'), which took its rise from the finding of numerous human bones here by the Spanish mariners. Many of the inhabitants are Cubans, who have established cigar-factories that now produce 125-150 million cigars annually. Other important industries are the sponge-fishery, turtle-catching, and deep-sea fishing (mullet, etc.). The fine harbour is protected by *Fort Taylor*, built on a small island, and also by more modern fortifications. A visit may be paid to the *Banyan Tree* adjoining the *U. S. Barracks*. Key West is not so warm as many places to the N. of it (range 50-96°; mean for winter ca. 70°), though artificial heat is unused except for cooking; and its pure air attracts many winter visitors. Steamers ply regularly from Key West to *Port Tampa* (see above), *Miami* (p. 453), *New Orleans* (p. 461), *Galveston* (p. 593), *New York* (p. 7), and *Havana* (9-12 hrs.; comp. above).

Sand Key, 7 M. to the S.S.W. of Key West, is the southernmost point of the United States.

b. Viâ Palatka and Ocala.

261 M. Atlantic Coast Line in 13 hrs. (fares as above).

From Jacksonville to (55 M.) *Palatka*, see R. 79a. Our line now runs towards the W., passing some wayside stations. At (93 M.) *Rochelle* we diverge to the left from the line to (32 M.) *High Springs* (p. 444) and run towards the S. — From (99 M.) *Micanopy Junction* a branch-line runs to (8 M.) *Tacoma*, and from (106 M.) *Oaklawn* another runs to (6 M.) *Citra*.

124 M. **Ocala** (*Ocala Ho.*, from $3; *Montezuma*, from $2½), a thriving little city (3380 inhab.), in one of the most fertile districts of Florida. Large phosphate beds are worked in the vicinity. Ocala is also a station on the Seaboard Air Line (see below) and the starting-point of a branch of the Atlantic Coast Line to *Dunnellon* (on the *Withlacoochee River*), *Crystal*, and (49 M.) *Homosassa*, on the Gulf of Mexico. Line to *Silver Springs*, see p. 456.

At (158 M.) *Leesburg*, the junction of a line to *Astor*, we bend to the S.W. 185 M. *St. Catherine* (see below). From (187 M.) *Croom* a branch-line runs to (10 M.) *Brooksville*. At (196 M.) *Trilby* (p. 457) we cross the line from Sandford to St. Petersburg. At (229 M.) *Lakeland* (p. 457) we join the route above described and follow it to (261 M.) **Tampa** (p. 457).

c. Viâ Waldo and Ocala.

212 M. Seaboard Air Line Railway in 8½-11 hrs. (fares as above; to Ocala $3.05, to Cedar Key $3.80).

At (19 M.) *Baldwin* this line diverges to the left (S.) from the line to Tallahassee and New Orleans (see R. 80) and joins the line from Fernandina (p. 446) to Tampa. 33 M. *Highland;* 38 M. *Lawtey*, with orange-groves and strawberry-farms. 45 M. *Starke* is the junction of a branch-line to (60 M.) *Wannee*. At (51 M.) *Hampton* we cross the railway from Palatka (p. 454) to Macon (p. 442). — 56 M. **Waldo** (*Waldo Ho.*, $3) is the junction of a branch-line to Cedar Key (see below).

From Waldo to Cedar Key, 71 M., railway in 3 hrs. — 14 M. **Gainesville** (*Brown Ho.*, from $2), a city and winter-resort with (1900) 3633 inhab., is the junction of railways to Palatka, Ocala, Live Oak, etc. Excursions may be made to the *Alachua Sink* (alternately lake and prairie) and other natural curiosities. — From (28 M.) *Archer* a branch-line leads through a rich phosphate district to *Eagle Mine* (phosphates). — 71 M. **Cedar Key** (*New Palmetto, Schlemmer*, $2), a town of 740 inhab., lies on a small 'key' off the W. coast of Florida and has a harbour which admits vessels of 12 ft. draught. It carries on a trade in fish, turtle, oysters, and sponges, and cuts red cedar for lead pencils. Steamers ply hence to the Suwanee River, etc. — The **Suwanee River**, well known from the negro-song of 'The old folks at home' (by *S. C. Foster*), enters the Gulf of Mexico about 15 M. to the N.

At (70 M.) *Hawthorne* we intersect the line from Palatka to Gainesville (see p. 455). Farther on we skirt *Loch Loosa* and cross the E. branch of *Orange Lake*, on the S. shore of which we traverse, for nearly 1 M., the so-called *Mammoth Orange Groves*, now greatly reduced in size (comp. p. 443). 83 M. *Citra* (see p. 458). From (98 M.) *Silver Springs Junction* a branch-line runs to (2 M.) *Silver Springs* (see p. 456). — 101 M. **Ocala**, the junction of the Atlantic Coast Line, see above. — From (127 M.) *Wildwood* a line runs to *Leesburg*, *Tavares*, *Orlando*, and *Lake Charm*. 135 M. *Panasoffkee*, at the S. end of the lake of that name. About 4 M. to the N. of (146 M.) *St. Catherine* (junction of the Atlantic Coast Line) is the spot where Major Dade and his detachment of 110 men were sur-

prised and slain by the Seminoles on Dec. 28th, 1835, only three soldiers escaping alive. — At (156 M.) *Lacoochee* we touch the Atlantic Coast line from Sanford to St. Petersburg (see p. 457). Near (164 M.) *Dade City* is the pretty *Pasadena Lake*. 189 M. *Plant City*, see p. 457. — 194 M. *Turkey Creek*, the junction of a branch-line to Sarasota. — 210 M. *Ybor City*, with large tobacco-factories.

212 M. **Tampa**, see p. 457.

From Turkey Creek to Sarasota, 55 M., *Florida West Coast Railway* in 2½-4½ hrs. This new line opens up the '*Manatee Country*', a fertile orange-growing district, below the 'frost-line'. It also offers good shooting and fishing. — 5 M. *Durant;* 12 M. *Boyett;* 17 M. *Balm;* 26 M. *Willow;* 32 M. *Parrish;* 35 M. *Erie;* 39 M. *Terra Ceia Junction*, for (2½ M.) *Terra Ceia;* 40½ M. *Ellenton*. — 43 M. *Palmetto*, on the *Manatee River*, connects by ferry (¼ hr.) with **Braidentown** (*Hotels*), the county-seat, a pleasant little place with 1030 inhab. and a steamboat-dock. *Braiden Castle*, near here (now in ruins), and the *Gamble Mansion*, near Ellenton (see above), are the two chief establishments of the early sugar-planters in this region. — 44 M. *Manatee*, on the S. bank of the river; 47½ M. *Oneco*. — 55 M. *Sarasota* (De Soto Hotel, from $ 2), on *Sarasota Bay*. The line is to be prolonged to *Punta Gorda* (see p. 457).

80. From Jacksonville to Tallahassee, Pensacola, and New Orleans.

614 M. Seaboard Air Line Railway to (208 M.) *River Junction* in 8 hrs.; Louisville & Nashville R. R. thence to (406 M.) *New Orleans* in 14-15 hrs. (through-carriages; fare $ 19.35; sleeper $ 3.50).

Jacksonville, see p. 446. The line runs nearly due W. At (19 M.) *Baldwin* we cross the line from Fernandina to Tampa and Cedar Key (see R. 79c). Beyond (28 M.) *Macclenny* we cross the S. fork of the *St. Mary's River*. The Confederates defeated the Federals at (47 M.) *Olustee* on Feb. 20th, 1864. — 60 M. *Lake City* (Central Ho., Lake City Hotel, $ 2), embosomed in trees, is the seat of the State Agricultural College and a U. S. Experimental Station and the junction of lines to *Palatka* (p. 454), *Gainesville* (p. 459), *Macon* (p. 442), etc. It is surrounded by lakes and lakelets. — At (82 M.) *Live Oak*, 8 M. to the N. of which lie *Suwanee Springs*, we intersect the W. coast route of the Atlantic Coast Line (p. 444), and at (95 M.) *Ellaville* we cross the rushing *Suwanee River* (p. 459). Beyond (124 M.) *Greenville* we cross the *Aucilla*. From (133 M.) *Drifton* a line runs N. to (4 M.) *Monticello* and *Thomasville* (p. 444). 147 M. *Lloyd* (Rail. Restaurant, meals 75 c.). The country now becomes more hilly.

165 M. **Tallahassee** (*Leon*, $ 2-3; *St. James*, $ 2), the capital of Florida, is finely situated among trees, on a hill rising 280 ft. above the sea. Pop. (1900) 2981. The chief buildings are the *Capitol*, *Court House*, and *West Florida Seminary*. The gardens are especially beautiful in the time of roses. The *Episcopal Cemetery* contains the grave of Prince Achille Murat (d. 1847), son of the King of Naples, who married a Virginian girl and settled near Tallahassee.

Pleasant drives may be taken to (6 M.) *Lake Jackson* (fishing), *Lake Iamonia* (12 M.), *Lake Miccosukie* (18 M.), *Bellair* (6 M.), and the 'Wakulla

Spring (15 M. to the S.). The spring (4½ M. from *Wakulla Station*, on the branch-line to *St. Mark's*) is 106 ft. deep and of wonderful transparency. It may also be reached by boat from St. Mark's (2 hrs.).

From Tallahassee the Carrabelle, Tallahassee, & Georgia Railway runs to the S.W. to (45 M.) *Lanark* (Lanark Inn, $ 2), a popular resort on the *Gulf of Mexico*, and (50 M.) *Carrabelle* (City Hotel, $ 2), a port with fishing and lumber interests. — From Carrabelle steamers ply to (30 M.) **Apalachicola** *(Fuller*, $ 2; Brit. vice-consul, *Mr. T. F. Porter)*, another fishing and lumbering port, with (1900) 3077 inhab., at the mouth of the *Apalachicola River*.

About 2 M. beyond Tallahassee the *Murat Homestead* (see p. 460) is visible to the right. We cross the *Ocklockonee River*. Magnolias grow here in great profusion. 189 M. *Quincy*, with tobacco-plantations.

At (208 M.) *River Junction*, on the *Apalachicola River* (see above; curious railway-station, erected on trestle-work above the river), we join the *Louisville & Nashville R. R.* Connection is also made here with the Apalachicola River steamers. Our train crosses a long trestle over the Apalachicola, formed by the junction of the *Flint* and *Chattahoochee*, 2 M. above. — 234 M. *Marianna*, on the *Chipola*. 290 M. *De Funiak Springs* (Griffin Ho., $ 2). Beyond (319 M.) *Crestview* we cross *Shoal River*. 349 M. *Milton* lies at the head of *Blackwater Bay*. About 10 M. farther on we cross *Escambia Bay* by a trestle 3 M. long. Fine marine views to the left.

369 M. **Pensacola** *(Escambia*, from $ 2½; *Merchants'*, from $ 2; Brit. vice-consul, *Mr. Fred. Bonar)*, on the bay of the same name, 10 M. from the Gulf of Mexico, was founded by the Spaniards in 1696 and has (1900) 17,747 inhab., a brisk trade in fish and timber, and a huge grain elevator. The ruins of *Forts St. Michael* and *St. Bernard* date partly from the Spanish period.

Visits may be made (small steamer) to the *Navy Yard*, *Ft. McRae*, *Ft. Barancas*, and *Ft. Pickens (Santa Rosa Island)*. Steamers also ply to European ports.

The train now runs to the N., along the *Escambia River*, and enters *Alabama* shortly before reaching (413 M.) *Flomaton*. From Flomaton to (472 M.) *Mobile* and —

614 M. *New Orleans*, see R. 67 a.

81. New Orleans.

Railway Stations. *Union* (Pl. E, 4), for the Southern Pacific R. R., the Illinois Central R. R., and the Yazoo & Mississippi Valley R. R.; *Terminal* (Pl. E, F, 3), for the St. Louis & San Francisco R. R.; *Louisville & Nashville* (Pl. F, 4); *New Orleans & North Eastern* (*Queen & Crescent Station*; Pl. G, H, 3); *New Orleans & Southern* (Pl. G, 2); *Texas & Pacific* (Pl. F, 5), on the Levee, with ferries across the river; *Fort Jackson* (Pl. G, 3), on the W. bank; *West End* (Pl. F, 3); *Old Lake* (Pl. G, 2, 3), for local lines to Lake Pontchartrain (p. 466).

Hotels. St. Charles (Pl. c; F, 4), St. Charles Ave., from $ 3½, R. from $ 1½; Grunewald (Pl. d; F, 4), Baronne St., near Canal St., from $ 3½, R. from $ 1½; Commercial (Pl. f; F, 3, 4), corner of Royal and Iberville Sts., R. from $ 1; Denechaud, at the corner of Perdido and Carondelet Sts. (Pl. F, 4); Cosmopolitan (Pl. e; F, 4), Bourbon and Royal Sts., R. $ 1½; Fabacher's, Iberville St., near Royal St., commercial; St. Charles Mansion,

822 St. Charles Ave., near Lee Circle, rooms only. — BOARDING HOUSES abound throughout New Orleans, and the numerous *Pensions* and *Chambres Garnies* of the French Quarter are carried on in genuine Creole style. During the Carnival (p. 463) a special bureau is established for giving information about lodgings.

Restaurants. In the above hotels; *Fabacher*, 137 Royal St. (ladies' entrance, 708 Iberville St.), open day and night; *Antoine*, 713 St. Louis St.; *Louisiana*, 717 Iberville St.; *Victor*, 209 Bourbon St.; *Figalle*, 722 Iberville St., unpretending, good cooking; *Begue*, near French Market, corner Madison and Decatur Sts., with famous noon-breakfast; *Dour's*, at City Park; *Tranchina*, at West End, on the lake; *Christian Women's Exchange*, corner Camp and South Sts., on Lafayette Square, clean and cheap. — The markets of New Orleans are singularly well stocked with game, fish, fruit, and vegetables, and its restaurants have a good reputation. Among the Creole dishes for which New Orleans is famous is *Gumbo*, a thick vegetable soup, made of okra and flavoured with chicken, oysters, crabs, or shrimps. — *Cafés* abound in the French Quarter.

Electric Tramways traverse the city in all directions and run to the suburbs (fare 5 c.). — The rear-seats of each car are 'Reserved for our Colored Patrons'. Comp. p. 463. — **Carriages** about $1 per hour; from the railway-stations to the hotels 50 c. each person. — **Omnibuses** meet the principal trains (25 c.). — **Ferries** ply to *Algiers*, *Gouldsborough*, and *Gretna*, on the opposite side of the Mississippi. — **Steamers** ply to all points on the *Mississippi* (comp. R. 64), *Ohio*, and *Missouri*, and to *New York*, *Boston*, *Key West*, *Havana*, *Vera Cruz*, *Liverpool*, *Hamburg*, *South Africa*, and many other American and European ports.

Places of Amusement. *French Opera House* (Pl. F, 3), corner of Bourbon and Toulouse Sts. (2000 seats); *Orpheum* (Pl. F, 4), St. Charles Ave.; *Grand Opera House* (Pl. F, 3), Canal St.; *Crescent Theatre*, *Tulane Theatre*, Baronne St.; *Newcomb Theatre* (Pl. E, F, 3, 4); *Elysium Theatre* (Pl. G, 2); *Athletic Park* (Pl. B, C, 2), for summer vaudeville; *West End Casino*, at the lake (p. 466), for concerts in summer. — Comp. p. 466.

British Consul (for Louisiana, Arkansas, Mississippi, Alabama, and Florida), *Henry Thomas Carew-Hunt*, 141 Carondelet St.; vice-consul, *J. Donnelly*.

Post Office (Pl. F, 4), Lafayette Sq., open 6.30 a.m. to 7 p.m., Sun. 9-12.

New Orleans, the chief city of Louisiana, the twelfth city of the United States, and the largest to the S. of St. Louis, is situated on the *Mississippi*, 106 M. above its mouth in the Gulf of Mexico. The great bulk of the city lies on the left bank of the river, which is here $^1/_4$-$^1/_2$ M. wide and makes the bend from which New Orleans derives its appellation of 'Crescent City'. A great part of the city is below the level of the river at high water and is protected by a levee or embankment, 15 ft. wide and 14 ft. high. The municipal limits, which extend on the N. to *Lake Pontchartrain* (p. 466), enclose an area of 187 sq. M., but while three-fourths of this is as yet uninhabitable swamp, portions are steadily being reclaimed. The city is laid out with considerable regularity, and many of the chief streets are wide and shaded with trees. The most important business-thoroughfare is *Canal Street* (Pl. B-F, 1-4), which runs at right angles to the river and divides the *French Quarter*, or '*Vieux Carré*' (see p. 463), on the N.E., from the *New City*, or *American Quarter*, on the S.W. The finest residences are in *St. Charles Avenue* (Pl. A-E, 5, 6). In 1900 New Orleans contained 287,104 inhab., of whom about one-quarter are Coloured, while the remaining three-

fourths include large proportions of French, German, Irish, Italian, and Spanish blood.

New Orleans was founded in 1718 by Jean-Baptiste Lemoine de Bienville, governor of the settlement made in 1699 at Biloxi (see p. 422), and became the capital of Louisiana in 1721, while still but little more than a village of trappers and gold-hunters (comp. *Miss Grace King's* 'Sieur de Bienville'). In 1732 the population was about 5000. In 1762 it was ceded by France to Spain, but the inhabitants rebelled against this transference, established a government of their own, and were not suppressed till 1769. From 1800 to 1803 New Orleans was again in the hands of the French, but in the latter year it was ceded, with the rest of Louisiana, to the United States. In 1814, when it had about 10,000 inhab., it received its city-charter. In 1815 the British were defeated here in an important battle by Gen. Andrew Jackson (see p. 466). In 1840 New Orleans was the fourth city of the United States, ranking after New York, Philadelphia, and Baltimore. New Orleans surrendered to the Unionists under Gen. Ben. Butler in 1862, after Adm. Farragut had succeeded in passing the forts at the mouth of the Mississippi and had the city under the guns of his fleet. By 1850 the population had increased to 116,375, by 1860 to 168,675, by 1870 to 191,418, by 1880 to 216,090, and by 1890 to 242,039.

New Orleans, as the outlet of the greatest agricultural valley in the world, with a grand natural harbour, furnished with important wharves and warehouses, and the largest Federal dry-dock, is essentially a commercial city, and its foreign export trade is very important. In 1903 the value of its exports was nearly $ 150,000 000 and that of its imports $ 85,212,000, the combined total showing it to be the second port of the United States (after New York). It is the largest cotton-market in the world after Liverpool, and handles about 2½ million bales annually. It also exports large quantities of sugar, molasses, rice (2½ million barrels in 1903), pork, Indian corn, wool, timber, hides, and tobacco, and imports fruits from Central and South America, including enormous quantities of bananas. The tonnage of ships annually entering the harbour exceeds 5,000,000. Its manufactures (valued in 1903 at $ 70,000,000, in 175 varieties) include cotton-seed oil, machinery, barrel-staves, flour, rice, tobacco, and sugar. — In spite of the levees and embankments the lower Mississippi often breaks its bounds, and disastrous inundations are of frequent occurrence. Within the last 150 years the E. bank of the river at New Orleans has greatly advanced, the new land or 'batture' being at some points as much as 1500 ft. wide.

New Orleans is in many ways one of the most picturesque and interesting cities in America, owing to the survival of the buildings, manners, and customs of its original French and Spanish inhabitants. It has been described by *Mr. G. W. Cable* as 'a city of villas and cottages, of umbrageous gardens, intersected by 470 M. of unpaved streets, shaded by forest trees, haunted by song-birds, fragrant with a wealth of flowers that never fails a day in the year, and abundant, in season, with fruit — the fig, the plum, the pomegranate, the orange'. The *French Quarter*, to the N.E. of Canal St., is largely inhabited by *Creoles*, 'a handsome, graceful, and intelligent race, of a decidedly Gallic type, whose name does not necessarily imply, any more than it excludes, a departure from a pure double line of Latin descent' *(Cable)*. Of late years many negroes and Italians have crowded into this quarter. Among its foreign-looking features are the walls of adobé, the lime-washed stucco façades, the jalousies, the gratings, the small-paned windows, the portes-cochères, the arcades of elegant slim pillars, the balconies of delicate hand-wrought iron, the tiled roofs, and the inner courts with half-hidden gardens — the whole embosomed in bright-flowering semi-tropical plants. Most of the streets bear French or Spanish names; and indeed the whole street-nomenclature of New Orleans is picturesque, though the Anglicised pronunciation will sometimes puzzle a stranger. — The famous *Carnival of Mardi Gras* (Shrove Tuesday), celebrated here with great splendour, since its beginning early in the 19th century, is, perhaps, the most picturesque festival in America. The

city is taken formal possession of by Rex, the King of the Carnival; and the revels of his retinue, the Knights of Momus, the Mystic Krewe of Comus, and other societies are of the liveliest description. The processions are very elaborate (comp. p. 391). Those who mean to visit New Orleans at this season should secure rooms in advance (see p. 462).

The visitor to New Orleans should be familiar with *George W. Cable's* romances ('Sieur George', 'Mme. Delphine', 'The Grandissimes', etc.). The house of 'Sieur George' is at the S.E. corner of Royal and St. Peter Sts. (Pl. F, 3). No. 253 Royal St., the home of 'Mme. Delicieuse', and 'Mdme. Delphine's', at 294 Barracks St. (Pl. F, 3), near Royal St., are replaced by new structures. The 'Haunted House' of 'Mme. Lalaurie' still stands intact at 1140 Royal St., at the S.E. corner of Hospital St. This mansion has harboured Lafayette, Ney, and Louis Philippe. Lafitte's shop, when he was no longer a pirate, is unchanged, at the N.E. corner of Bourbon and St. Philippe Sts. 'Tite Poulette' lived on the S. side of Dumaine St., between Royal and Chartres Sts. At 1122 Royal St. is a court surrounded by portales of the early Spanish barracks. At the N.E. corner of St. Louis and Chartres St. is the grand mansion designed to give shelter to Napoleon Bonaparte, when Girod planned the escape from St. Helena. — See also 'New Orleans: the Place and the People', by *Grace King*.

Paul Morphy (1837-84), the famous chess-player, was a native of New Orleans and is buried in the old *St. Louis Cemetery* (Pl. F, 3).

The tourist will do well to begin his exploration of New Orleans by taking his bearings from the roof of the *Hennen Building*, at the corner of Common and Carondelet Sts. (Pl. F, 4), or from the roof of the **Custom House** (Pl. F, 4). The latter is a large granite building in Canal Street, near the river, containing the large *Marble Hall*.

Just below the Custom House, Canal St. ends at the ***Levee** (Pl. F-H, 3-6), which extends along the W. bank of the Mississippi for about 6 M. and presents a very animated and interesting scene. Following it to the left (N.) we soon reach *Jackson Square (Pl. F, 3), the old *Place d'Armes*, which retains its ancient iron railing, and contains a *Statue of Gen. Andrew Jackson* (see p. 463) by Mills. It is adjoined by the **Cathedral of St. Louis**, a good specimen of the Spanish-Creole style, built in 1792-94, on the site of the first church in Louisiana, but altered in 1850. It contains some paintings and interesting tombs. The buildings to the right and left are *Court Houses*, that to the S. having been built for the *Cabildo*, or City Council of the Spanish régime. In it and in front of it were held the ceremonies attending the cession of Louisiana by the French Government to the United States in 1803. On the N. and S. sides of the square stand the original *Pontalba Mansions*, of historic brick and still owned by that family. — On the Levee, just beyond Jackson Sq., is the ***French Market** (Pl. G, 3), a morning visit to which (best about 6 or 7 a.m.; on Sun. 8 or 9 a.m.) reveals a scene of the greatest picturesqueness and animation. — A little farther on, at the foot of Esplanade Ave., is the *U. S. Branch Mint* (Pl. G, 3), a large building in the Ionic style.

We may now take an opportunity for a stroll in the fine ***Creole Quarter** (see p. 463), among the chief promenades of which are *Esplanade Ave.* (Pl. D-G, 1-3), *Rampart Street* (Pl. F, 2), and *Bourbon*, *Toulouse*, *Conti*, and *Royal Streets* (Pl. F, 3). At the corner of Chartres and Hospital Sts. is the *Archbishop's Residence* (Pl. F, G, 3), in the unchanged *Ursuline Convent*,

built in 1730, in which a Colonial Museum has been opened recently (visitors admitted). Beyond this, on the Levee facing the river, is the second house of the Ursulines, also worth a visit.

Following St. Charles Ave. from Canal St. to the S., we pass the *St. Charles Hotel* (right) and the *Orpheum* (left; Pl. F, 4) and reach ***Lafayette Square** (Pl. F, 4), around which are grouped the *City Hall*, the new *Post Office*, *St. Patrick's Church*, the *First Presbyterian Church*, and the *Odd Fellows' Hall*. In the square are a *Statue of Franklin*, by Hiram Powers, a *Monument to John McDonough* (see below; 1898), and a *Statue of Henry Clay*. Farther on we come to Lee Circle (Pl. F, 5), with a monument to *Gen. Robert E. Lee*. At the corner of Camp St. and Howard Ave., adjoining Lee Circle, stands the ***Howard Library** (Pl. F, 4; open 9-9, Sun. 1.30-5), the last work of *H. H. Richardson*, who was a native of Louisiana. Adjacent (entr. in Camp St.) is *Memorial Hall*, a museum of Confederate relics. To the S.W., in Carondelet St., is the Jewish *Temple Sinai* (Pl. E, 5). — The *Monument to Margaret Haughery* (Pl. F, 5), the 'Orphan's Friend', is said to have been the first statue of a woman erected in the United States (comp., however, p. 153).

Tulane Avenue (Pl. C, D, 2, 3), named in honour of the chief benefactor of Tulane University (see below), and its continuation Common Avenue (Pl. E, 3, 4) contain the *Law Department* of Tulane University, the *House of Detention*, *St. Joseph's Church*, the *Parish Prison and Criminal Courts*, the *Hôtel-Dieu*, and the large *Charity Hospital* (Pl. E, 3), originally established in 1784 (800 beds). The large **Cotton Exchange** (Pl. F, 4) is at the corner of Carondelet and Gravier Sts.; the *Produce Exchange* (Pl. F, 4) is in Magazine St.; and the *Sugar Exchange* (Pl. F, 4) is at the foot of Bienville St. The *Church of the Immaculate Conception* (Pl. E, F, 4) is in a singular Moorish style. — The *Shot Tower*, at the corner of Constance St. and St. Joseph St. (Pl. F, 4, 5), commands a fine view (214 ft. high; elevator). — The *U. S. Marine Hospital* (Pl. A, 7) lies near the river.

*St. Charles Avenue (Pl. A-E, 5, 6), extending in a crescent from Lee Circle (see above) to Audubon Park (p. 466), is lined with oaks and magnolias and contains many old and admirable private residences, as well as many modern ones in more questionable taste. Among its public buildings are *Christ Church* (Pl. D, 6), the *New Orleans University* (600 students), the *Academy of the Sacred Heart*, the *Jewish Orphan Home*, and the *Harmony Club*. At the point where the avenue crosses Audubon Park are the newer buildings of **Tulane University** (Pl. A, 5), an important and well-equipped institution with 1225 students and a library of 50,000 volumes. Associated with Tulane University is the *H. Sophie Newcomb Memorial College for Women* (Pl. E, 6), founded in 1886. — A legacy of *John McDonough* (d. 1850) has built and equipped 30 handsome *School Houses* in different parts of the city, accommodating 15-20,000 children.

New Orleans is not well provided with parks. **The City Park** (Pl. B, C, 1), on the Metairie Ridge, is 150 acres in extent. The **Audubon Park** (Pl. A, B, 4-7), in which the Great Exhibition of 1884-85 was held, and which now holds the 'Sugar Experimental Station' (Pl. A, 7) of the State of Lousiana, is a narrow strip extending back from the river, being the ground in which the sugar-cane was first grown in this state. Both parks contain fine live-oaks. — The ***Cemeteries** of New Orleans are among its recognized sights, owing to the fact that the swampy nature of the soil prevents the digging of graves and requires the bodies to be interred in mounds above ground. Their magnolias and live-oaks are also picturesque. The *Cypress Grove Cemetery* (Pl. B, 1), near the City Park, is one of the most interesting. The *Metairie Cemetery* (Pl. A, 1), in the same district, contains the grave of *Gen. Albert Sydney Johnston* (1803-62), with an equestrian statue. In *Greenwood Cemetery* (Pl. B, 1) is a *Monument to the Confederate Dead.* — The old *French Graveyards*, near the *Jockey Club* (Pl. D, 1), in Esplanade St., are interesting, albeit devoid of any sense of seclusion or repose.

The two following trips by electric car give a good general survey of the town: — a. Canal Belt Line. This follows the long and dreary Canal Street (Pl. B-F, 1-4), passing the above mentioned *Cemeteries;* skirts the *City Park* (see above), with its noble trees; crosses the *Bayou St. John*, with its memories of Cable's 'Posson Jone'; passes the *Fair Grounds* (Pl. D, E, 1) and *Race Track*; and returns viâ *Esplanade Avenue* (Pl. D-G, 1-3) to Canal St. Before regaining our starting-point, however, we may transfer (free) at the corner of Esplanade Ave. and Rampart Sts. (Pl. F. 2), and take the Dauphine St. car through the business quarter, then by the slums behind the *Ursuline Convent* (p. 465) and past *Holy Cross College*, to the terminus near the pleasant *U. S. Barracks*, whence we may walk along the Levee to *Chalmette* (see below). — b. St. Charles Avenue Belt Line. This leads from Canal St. viâ *Baronne St.* to *St. Charles Avenue* (p. 465), follows this street to *Audubon Park* (see above), crosses the park, and returns viâ *Carrollton Avenue* (Pl. A, B, 4-2) and *Tulane Avenue* (p. 465) to Canal St.

Excursions. Among the favourite resorts of the New Orleaners is ***Lake Pontchartrain**, which lies about 5 M. to the N. of the city and is 40 M. long and 25 M. wide. A fish or game dinner at one of the garden restaurants here is a regular feature of a visit to New Orleans. *Spanish Fort Park*, at the mouth of the *Bayou St. John*, marks the site of a fort erected by the Spaniards to guard this approach to the city. It is reached by a drive along the Shell Road. *West End* (West End Hotel), also reached by the Shell Road or by electric car (cor. of Canal and Bourbon Sts.; Pl. F, 3), is a favourite boating and yachting resort, with the *Southern Yacht Club House*, and many restaurants, a band-stand, pavilion, and a garden along the lake. *Milneburg*, to the E. of Spanish Fort, is reached by railway from *Old Lake Station* (Pl. G, 2, 3), at the corner of the Elysian Fields and Chartres St., or from the Louisville & Nashville Station (p. 461). — The site of the **Battlefield of New Orleans** (see p. 463) is at *Chalmette*, on the Mississippi, about 5 M. to the E. of Canal St., and may be reached by carriage or electric car (comp. above). Before reaching the battlefield we pass several old-time Creole mansions. The site of the battle is marked by an unfinished monument, but nothing marks the graves of the American and British soldiers. The *National Cemetery*, hard by, contains 12,000 graves of Union soldiers of the Civil War. — The *Carrollton Gardens* lie to the N. of the city (electric car.). — A visit to one of the *Sugar Plantations* on the Mississippi will be found interesting; the most

notable are the Ames, McCall, and Kernochan Plantations. — Good wild-fowl shooting and fishing are obtained all round New Orleans.

Longer excursions may be made to *Bayou Teche* (p. 591), *Pass Christian* (p. 422), *Bay St. Louis* (p. 422), *Mobile* (p. 421), the *Eads Jetties* (p. 407), etc.

From New Orleans to *New York*, see RR. 67a, 67b; to *Pensacola* and *Jacksonville*, see R. 80; to *Mobile*, see pp. 422, 421; to points in *Texas* and *California*, see RR. 104, 105; to *Cincinnati*, see R. 62; to *St. Louis*, see R. 63; to *Louisville*, see R. 62, b, c; to *Chicago*, see R. 63.

82. From St. Paul to Everett and Seattle.

1823 M. Great Northern Railway to (1730 M.) *Everett* and (1823 M.) *Seattle* in about 2¾ days (fare, 1st class $50, 2nd cl. $40; sleeper $13.50, family tourist-car $5). Through-carriages also run by this route to (1181 M.) *Helena* in 35 hrs. (fare $40; sleeper $8) and to (1254 M.) *Butte* in 37 hrs. (same fares). Free *Colonist Sleeping Cars* are attached to all through-trains. — *Harvest Trains*, see p. 374.

The G. N. R. through-trains for *Portland* (1928 M.) follow this route to *Spokane* (p. 475) and run thence over the Oregon R. R. & Nav. Co's line to *Umatilla* (see p. 478), where they join the route described at p. 505 (fares as given at p. 470).

From St. Paul to (220 M.) *Barnesville*, see p. 367. At (300 M.) *Crookston* we cross the *Red Lake River* and turn to the left (W.).

Some trains run from Barnesville to Grand Forks viâ *Fargo* (comp. p. 376).

At (322 M.) *Grand Forks* (p. 378) we cross the Red River and the Manitoba-Pacific route (R. 54) and enter *North Dakota* (p. 471), continuing to traverse a great wheat-country and passing numerous small stations. — 411 M. *Devil's Lake* (1490 ft.; Sevilla Ho., The Oakwood, $2) lies on the N. shore of the large lake of that name, 50 M. long and 2-8 M. wide, with good bathing and fishing (pickerel, etc.). On the S. shore lie *Fort Totten*, a U. S. military post (reached by steamer), and the *Cuthead Sioux Indian Reservation*. Flocks of wild geese are often seen from the train in this region in spring and autumn. — From (430 M.) *Church's Ferry* and (468 M.) *Rugby* lines run N. to points in the *Turtle Mts.* At (487 M.) *Towner* and again at (529 M.) *Minot*, where we change to 'Mountain' time (p. xviii), we cross the *Mouse River*. At (487 M.) *Williston* we reach the *Upper Missouri River*, which flows to the left. 670 M. *Fort Buford*, an important military station, lies on the Missouri, opposite the mouth of the *Yellowstone* (p. 472). Farther on we enter *Montana* (p. 472). 736 M. *Poplar*, a military post, with a large Indian school. Beyond (792 M.) *Nashua* we leave the Missouri and follow the *Milk River*, through a grazing district. 806 M. *Glasgow*; 638 M. *Bowdoin*; 902 M. *Savoy*. Near (938 M.) *Chinook* the *Bear Paw Mts.* and the *Little Rockies*, spurs of the Rocky Mts., are seen to the left.

From (959 M.) *Havre* (2480 ft.) a line runs to the left (S.) to *Great Falls*, *Helena*, and *Butte*.

From Havre to (222 M.) Helena and (295 M.) Butte, Great Northern Railway in 10-11 hrs. — This line actually quits the trunk line at (4 M.) *Pacific Junction* (p. 468). 7 M. *Fort Assiniboine*, amid the foot-hills of the Bear Paw Mts., is one of the largest and best-equipped military posts in the United

States, and has a garrison of coloured troops. — 79 M. *Fort Benton*, on the *Missouri*, which the line now follows. — 124 M. **Great Falls** (3200 ft.; *Park Hotel*, from $ 3) is a brisk and growing little industrial city of (1900) 14,930 inhab., with large copper-smelting works. It derives its name and importance from the falls formed here by the Missouri, with a total descent of 500 ft. The river contracts here from a width of upwards of ½ M. to one of 300 yds. and descends over the *Black Eagle Falls* (50 ft.), *Colters Falls* (12 ft.), *Crooked Falls* (20 ft.), **Rainbow Falls* (48 ft.), and *Great Falls* (92 ft.). Near Rainbow Falls is the *Giant Spring Fall*, formed by a spring or river bursting from the bank of the Missouri, 20 ft. above the channel. Branch-lines run S. from Great Falls to (64 M.) *Barker* and (66 M.) *Neihart* (Belt Mts.) and N. to (199 M.) *Lethbridge* (Canada). — About 50 M. beyond Great Falls the train enters the *Prickly Pear Cañon*, threading the ***Gate of the Mountains**, where the Missouri breaks through the rocky mountain-wall. Farther on we leave the river. — 222 M. **Helena**, see p. 473. — From Helena to (295 M.) **Butte**, see p. 473. At Butte we make connection with the *Union Pacific Railway* for points to the W. (comp. p. 533).

Beyond Havre our line runs nearly due W. through a grazing country, with the *Sweet Grass Hills* to the N. 963 M. *Pacific Junction* (p. 467). At (1039 M.) *Galata* (3370 ft.) we have our first view of the Rocky Mts. (see below). 1064 M. *Shelby Junction* (3275 ft.), for lines to *Great Falls* (see above) and *Lethbridge* (Canada). 1115 M. *Blackfoot* (4140 ft.), in the Blackfeet Reservation, which contains about 2000 Indians; the Government Agency and School are seen to the right (N.) a little farther on. To the N.W., in the distance, towers the slender *Chief Mt.* (10,800 ft.). At (1149 M.) *Summit* (5200 ft.) we cross the *Rocky Mts.*, at an elevation 300–2500 ft. lower than that of any other American railway (comp. pp. 474, 497). The scenery on the W. slope of the Great Divide is imposing. — 1194 M. *Belton* (3210 ft.).

This is the station for ***Lake McDonald** (3000 ft.), a charming lake 17 M. long and 4-5 M. broad, situated 3 M. to the N., in the heart of the Rockies. It is traversed by a steam-launch, and at the N. end is the *Glacier House*, an unpretending inn, whence excursions may be made to the **Sperry Glacier*, **Avalanche Basin* and *Lake* (4000 ft.), and other points.

We cross the *Flathead River* near (1209 M.) *Columbia Falls*. 1224 M. *Kalispell* (2945 ft.), the chief town of the *Flathead Valley*. At (1255 M.) *Haskell Pass* (4145 ft.) we cross the *Cabinet Mts.* (tunnel), on the other side of which we follow the *Kootenai River*, through a district of gold and silver mines. Near (1305 M.) *Jennings* (2110 ft.) we enter *Idaho* (p. 475). 1328 M. *Kootenai Falls*. At (1335 M.) *Troy* (1880 ft.) we pass from 'Mountain' to 'Pacific' time (p. xviii). From (1367 M.) *Bonner's Ferry* (1760 ft.) the new Kootenai Valley Railway runs to the *Kootenai Lake District* of British Columbia (comp. *Baedeker's Canada*). The line now bends to the S. 1407 M. *Sand Point*, on *Lake Pend d'Oreille* (p. 475). Farther on we cross the *Priest River* and *Clark's Fork of the Columbia*. We enter the *State of Washington* (p. 475) at (1430 M.) *Newport* (2120 ft.).

1475 M. **Spokane** (1910 ft.), see p. 475. Beyond Spokane the line runs almost due W., crossing the *Big Bend Wheat Region*. In the harvest-season we may sometimes catch a glimpse of a 'header', a machine, drawn by about 20 horses, which cuts, threshes, and

cleans the wheat and packs it in sacks. 1510 M. *Edwall;* 1527 M. *Harrington* (2165 ft.). We now descend, and at (1638 M.) *Rock Island Rapids* we cross the *Columbia River* (p. 505), which we follow to (1649 M.) *Wenatchee* (630 ft.), whence steamers ply to **Lake Chelan,* situated amid splendid mountain and glacier scenery. The line then follows the *Wenatchee* for many miles. At (1660 M.) *Old Mission* (785 ft.) beautiful red and yellow roses are offered for sale in summer (5 c. a basket). Beyond (1670 M.) *Leavenworth* (1165 ft.) we pass through the picturesque **Tumwater Cañon.* Two engines are needed to haul the train up the ascent of the *Cascade Mts.* (p. 476). 1705 M. *Cascade Tunnel Station* (3375 ft.) lies at the E. end of the huge tunnel (2½ M. long) bored through the range in 1897-1900, at a cost of $ 2,500,000. At the W. end of the tunnel, which is 2000 ft. below the top of the mountain above and saves 9 M. of curves and zigzags, is (1707½ M.) *Wellington* (3125 ft.). We now descend on the W. side of the Cascade Range. The train runs through vast forests and along the *Skykomish River* to (1752 M.) *Index* (515 ft.), *Snohomish* (1781 M.; p. 470), and —

1790 M. **Everett** (*Monte Cristo*, $ 2½), a new and prosperous little industrial city (7838 inhab. in 1900) on *Puget Sound* (p. 597), where we reach tide-water. Mt. Baker (p. 597) is visible to the N., Mt. Olympus to the W., and Mt. Rainier (p. 478) to the S.

The Great Northern Railway forks at Everett, one branch running to the N. to *Vancouver* (see p. 470), while the main line turns to the left (S.) and runs along Puget Sound to —

1823 M. **Seattle** (three syllables; **The Rainier-Grand*, *Brunswick*, *Butler*, *Cecil*, R. at these from $ 1; *Seattle*, $ 2½, R. from $ 1), finely situated in *Elliot Bay*, on a series of terraces rising from the shore of the Sound, is one of the largest and most energetic cities of the Pacific North-West and the commercial centre of Puget Sound. Founded in 1852 and named after an Indian chief, it had 3533 inhab. in 1880, 42,837 in 1890, and 80,671 in 1900. Its prosperity is the more remarkable as almost the whole of the business-quarters was burned down in 1889; but this calamity seems, as in the case of Chicago (p. 349), to have served merely as an opportunity for rebuilding the city in a more substantial manner, and for laying out public parks. Among the best buildings are the *Court House*, the *Opera House*, the *High School*, the *Providence Hospital*, the *Carnegie Library*, and the *State University* (650 students). At Magnolia Bluff is a *U. S. Army Post.* The higher parts of the city command splendid views of the Olympic Mts. — The spacious *Harbour*, with its numerous wharves, and the largest dry-dock of the coast, is entered and cleared annually by about 1000 vessels, the chief exports being coal (500,000 tons), timber, hops, and fish. The value of its manufactures in 1900 was $ 26,373,400. Iron has also been found in the neighbourhood. Seattle is the chief entrepôt of the Alaskan Gold Fields (p. 597).

About 2 M. to the E. of Elliot Bay lies *Lake Washington (easily reached by electric tramway), a beautiful sheet of fresh water, 20 M. long and 2-5 M. wide. Small steamers ply to various points on the lake, affording beautiful views of the *Cascade Mts.* (p. 476).

The traveller should not fail to make the excursion to the **Snoqualmie Falls* (270 ft. high), easily done in a day by the Northern Pacific Railway (56 M., via *Woodinville*).

From Seattle to Vancouver, 168 M., *Great Northern Railway* in 8 hrs. This line runs to the N. along the E. bank of Puget Sound and Washington Sound. From Seattle to (33 M.) *Everett*, see p. 469. 55½ M. *Stanwood*; 95 M. *Fairhaven*, a thriving little place (4228 inhab.) on *Bellingham Bay*; 98 M. *New Whatcom* (Byron, $ 2-3½), also on Bellingham Bay (6834 inhab.). Beyond (119 M.) *Blaine* we enter *British Columbia*. 143½ M. *New Westminster* (Guishon, $ 2-3; Depot Ho., $ 1-3), with 6500 inhab., is the oldest settlement in this region. At (156 M.) *Port Moody* we join the main line of the *Can. Pac. Railway*. — 168 M. **Vancouver**, see *Baedeker's Canada*.

From Seattle to Vancouver by *Northern Pacific Railway*, 178 M., in 9 hrs. This line also runs directly to the N. along the E. shore of Puget Sound. — From (38 M.) *Snohomish* (5000 inhab.; New Brunswick, $ 2) branch-railways run to (8 M.) *Everett* (p. 469) and to (50 M.) *Monte Cristo*, while stage-lines start here for the gold and silver mining camps at *Sultan River* and *Silver Creek*. — 46 M. *Hartford*; 60 M. *Arlington*; 86 M. *Sedro-Woolley*, the junction with the Great Northern Railway. At (126 M.) *Sumas*, our train enters British Columbia and joins the Can. Pac. Railway. 136 M. *Mission Junction*; 161 M. *Westminster Junction*, for (9 M.) *New Westminster* (see above). — 178 M. **Vancouver**, see *Baedeker's Canada*.

From Seattle to *Tacoma* by railway, see p. 477; to *N. Yakima* and *Pasco Junction* (for the E.), see p. 478. Lines also run to various other points.

Steamer from Seattle to Tacoma, Victoria, and Alaska, see R. 105. Steamers also ply to other ports on the Pacific Coast, to Japan, and to Europe.

83. From St. Paul to Tacoma, Seattle, and Portland.

2053 M. Northern Pacific Railway to (1909 M.) *Tacoma* in 60 hrs. (1st class fare for continuous passage $ 50, available for 30 days $ 60; 2nd class fare $ 40; sleeper $ 12), to (1913 M.) *Seattle* in 60 hrs. (same fares), and to (2053 M.) *Portland* in 71 hrs. (same fares). *Duluth* (p. 370) is also one of the E. termini of this line, the line thence uniting with the St. Paul line at Staples (see p. 471).

This important railway crosses a district of immense agricultural and mineral wealth and forms one of the main lines of communication between the E. and W. coasts of the United States, besides affording convenient access to British Columbia, Vancouver Island, and Alaska. Much of the scenery on the W. portion of the line is very fine, and the branch-line from Livingston (see p. 473) affords a direct route from the N. to the wonderful *Yellowstone Park* (R. 84; through-sleepers to Gardiner, p. 482).

St. Paul, see p. 365. The train follows the E. bank of the *Mississippi* (views to the left), passing the *State Fair Buildings* (p. 367) and *Hamline University*. At (11 M.) *Minneapolis* (see p. 367) we cross and recross the river. 29 M. *Anoka* (p. 375); 41 M. *Elk River* (p. 375); 76 M. *St. Cloud* (p. 375). Our line now parts company with that of the Great Northern Railway (R. 82). 77 M. *Sauk Rapids*. From (108 M.) *Little Falls* (Buckman, $ 2-2½), where we leave the Mississippi Valley, branch-lines run to (30 M.) *Brainerd* (1200 ft.), an industrial city with (1900) 7524 inhab. and the N. P. R. workshops (on the line to Duluth, p. 370), and to (60 M.) *Glenwood* and (88 M.) *Morris*.

From Brainerd the *Minnesota & International Railway* runs to (61 M.) *Walker* (Chase Hotel), on *Leech Lake* (37 M. long and 17 M. wide), in the midst of a fine shooting and fishing district; to (92 M.) *Bemidji*, on the lake of that name; and to (132 M.) *Northome*.

The main line crosses the Mississippi and runs direct (N.W.) to (142 M.) *Staples*, where the trains from *Duluth* come in (see p. 470). 159 M. *Wadena* is the junction of a branch-line to (69 M.) *Fergus Falls* and (168 M.) *Oakes*, where it connects with the branch-line running N. to *Jamestown* (see below). 172 M. *New York Mills*, with a large settlement of Finns. Many small lakes are passed. — 204 M. *Detroit* (1364 ft.; Minnesota, $ 2), on a pretty lake, has mineral springs and excellent shooting and fishing. About 25 M. to the N. is the *White Earth Reservation* of the Chippewa or Ojibway Indians. — 224 M. *Winnipeg Junction*, for a line to (257 M.) *Winnipeg* (R. 54c). At (241 M.) *Glyndon* we cross the Great Northern Railway.

249 M. **Moorhead** (905 ft.; *Columbia*, $ 2-2½), a thriving flour-making city of (1900) 3730 inhab., lies on the E. bank of the *Red River of the North*, opposite (250 M.) **Fargo** (*Metropole*, $ 2-3; *Waldorf*, $ 2-3½), another busy grain-trading city (9589 inhab.), which lies in *North Dakota* ('Great Cereal State'). Fargo is the junction of a line to (88 M.) *La Maure* and (110 M.) *Edgeley*.

From Moorhead to *Winnipeg*, see R. 54.

In traversing N. Dakota we pass some of the huge prairie farms for which the 'Great North-West' is famous.

Some of these 'Bonanza' farms are 10-70 sq. M. in extent, and it is no unfrequent sight to see a row of 20 or more ploughs, harrows, seeders, or reapers at work at once. Continuous furrows have been ploughed for many miles in a straight line. Harvesting generally begins about Aug. 1st, and the vast expanses of yellow grain afford an extraordinary and very beautiful sight. A yield of 20-25 bushels per acre is often attained. North Dakota, in a good year, produces 60-65 million bushels of wheat.

Near (270 M.) *Casselton* (junction of a line to *Marion*, 60 M.) is the great *Dalrymple Farm*, with an area of 15,000 acres (23 sq. M.). 292 M. *Tower City*, with a mineral artesian well. 308 M. *Valley City*, on the *Sheyenne River*. From (319 M.) *Sanborn*, a branch-line goes N. to (37 M.) *Cooperstown* and (63 M.) *McHenry*. — 343 M. **Jamestown** (1395 ft.; *Gladstone*, $ 2-2½), a busy agricultural centre with 2853 inhab., the *N. Dakota Insane Hospital*, and a *Presbyterian College*, is prettily situated on the *James* or *Dakota River*.

A branch-line runs hence to the N. to (90 M.) *Minnewaukan*, on *Devil's Lake* (p. 467), and (108 M.) *Leeds*, while another runs to the S. to (69 M.) *Oakes* (see above).

The line now traverses the rolling district between the James and the Missouri known as the *Coteaux* (400 ft. above the rivers). Several small stations. — 445 M. **Bismarck** (1670 ft.; *Northwest*, from $ 2), the capital of N. Dakota, on the E. bank of the *Missouri*, here about 400 yds. wide. It is the headquarters of navigation on the Upper Missouri and contains the *State Capitol*, *Fort Lincoln* (comp. p. 472), and several other U. S. institutions. Pop. 3319.

The train crosses the river by a fine steel and iron truss-bridge,

with three main spans of 400 ft. each, 50 ft. above high-water. 450 M. *Mandan* (Inter-Ocean, $2; McKinley, $2), on the W. bank. We change here from 'Central' to 'Mountain' time (1 hr. slower; see p. xviii). Fine mounted heads and fur-rugs are sold at the station. About 6 M. to the S. lies old *Fort Abraham Lincoln* (abandoned). Near Mandan are numerous prehistoric mounds and other remains. We cross the *Heart River* several times in rapid succession. The district we now traverse is very sparsely populated. Large numbers of prairie-dogs (a kind of marmot) are seen. Sharp conical elevations known as 'buttes' (pron. butes) rise from the plain in all directions. Near (549 M.) *Gladstone* we again cross the Heart River. 560 M. *Dickinson.* At (580 M.) *Belfield* we enter the district known as ***Bad Lands** or **Pyramid Park,** where the buttes have been carved by the action of fire and water into the most fantastic shapes. The colouring is also very variegated. The name 'Bad Lands' refers properly to the difficulty of travel and not to the soil, which affords excellent grazing. — From (600 M.) *Medora* (2265 ft.; hotel), on the E. bank of the *Little Missouri,* we may visit Pyramid Park and the Burning Mine (7 M.). About 16 M. farther on the curious *Sentinel Butte* is conspicuous to the left, and in 8 M. more we enter *Montana* ('Bonanza State'), the third-largest state of the Union, in which cattle and sheep raising and mining are the chief industries. The native 'bunch grass', which cures itself and stands as hay throughout the winter, forms excellent fodder.

666 M. *Glendive* (2070 ft.) lies among picturesque scenery on the S. bank of the *Yellowstone River,* which the line now follows for a long distance. Numerous small tributaris of the Yellowstone are crossed. — 745 M. *Miles City* (2350 ft.; Leighton, $3), a busy little place at the confluence of the Yellowstone and the *Tongue.* 747 M. *Fort Keogh,* an important U. S. military post (9 companies); 778 M. *Rosebud,* at the mouth of the *Rosebud River;* 833 M. *Big Horn* (2690 ft.), at the mouth of the *Big Horn River,* which we cross by a long bridge. We then thread a tunnel 1100 ft. long. About 30 M. to the S. of (839 M.) *Custer* (coach) is *Fort Custer,* and 15 M. farther to the S. is the spot where Gen. Custer and his command of over 250 men were annihilated by the Sioux in 1876 (the 'Custer Massacre'; comp. p. 496). Fort Custer lies in the midst of an extensive territory to the S. of this part of the Yellowstone, which has been set apart as a reservation for the Crow Indians (ca. 3000 in number). At (863 M.) *Pompey's Pillar,* the rock of that name rises on the right, so christened by Capt. Wm. Clark (Lewis and Clark Expedition) in 1806. To the left, near Billings, is *Skull Butte,* so named from an Indian legend. Beyond (892 M.) *Billings* (3115 ft.; Grand, from $3) the scenery increases in grandeur, and snow-capped mountains appear in the distance. From Billings to *Lincoln,* by the Burlington system, see p. 496. — The train crosses the Yellowstone and skirts its N. bank to (932 M.) *Columbus,* where it returns to the

S. side. 973 M. *Big Timber*, near the mouth of the *Big Boulder Creek* (good fishing). To the N. rise the snow-clad *Crazy Mts.* 988 M. *Springdale*, the station for (2½ M.) *Hunter's Hot Springs* (hotel; 148-168° Fahr.), at the foot of the Crazy Mts. Fine views of the *Little Belt Mts.* to the right and the *Snowy Range* to the left.

1007 M. **Livingston** (4485 ft.; *Albemarle*, $3), a city of 2778 inhab., finely situated at the foot of the *Big Belt* and *Snowy Ranges*, is the junction of the branch-railway to Gardiner, the station for the *Yellowstone Park* (see p. 479). It is a good centre for shooting (elk, deer, antelope, bear, grouse, geese, ducks) and fishing (trout, grayling). The station is attractively built.

The train now crosses and leaves the Yellowstone, which we have followed for 340 M. The line mounts rapidly (116 ft. per mile) to the *Bozeman Tunnel*, 1170 yds. long, which crosses the **Big Belt Mts.**, part of the main range of the Rocky Mts., at a height of 5570 ft. Beyond the tunnel we descend through the wild **Rocky Cañon* into the wide valley of the *Gallatin*. — 1032 M. *Bozeman* (4750 ft.; Hotel Bozeman, $2½), a busy little city of 3419 inhab., on the *East Gallatin*. Large coal-fields lie within 8 M., and deposits of gold, silver, iron, and copper are also worked. — At (1057 M.) *Logan* (4100 ft.) the line forks, the right or main branch running viâ Helena and the left branch viâ Butte. The two lines reunite at Garrison (p. 474).

The line from Logan to (71 M.) *Butte* runs through a district of great scenic beauty. — **Butte** (5700 ft.; *Finlen*, $3-5; *Thornton*, R. $1½; *Butte*, R. $1), founded in 1864, contains (1900) 30,470 inhab. (with the contiguous settlements, 50-60,000) and is probably the chief mining city in the country. It is the seat of the great *Anaconda Copper and Silver Mine* (sold in 1898 for $45,000,000) and other gold, silver, and copper mining companies, producing ore to the annual value of at least $25,000,000 (5,000,000*l.*). The annual output of copper is now about 250 million pounds. A visit to one of the chief mines is very interesting (introduction desirable and in some cases necessary). — The smelting works at *Anaconda* (Montana Hotel, from $3½), 25 M. to the W., are said to be the largest in the world. The public fountain throws a jet 220 ft. high. — The line from Butte to (52 M.) *Garrison* (see p. 474) runs through the picturesque *Deer Lodge Valley*, passing (40 M.) *Deer Lodge City* (4545 ft.; 1324 inhab.).

Beyond Logan the main line soon reaches (1060 M.) *Gallatin* (4030 ft.), the station for *Three Forks*, at the confluence of the *Madison*, *Jefferson*, and *Gallatin*, which unite to form the *Missouri*. Farther on we thread a wild cañon, with the Missouri to the left and precipitous walls of rock to the right. 1126 M. *Prickly Pear Junction*.

1130 M. **Helena** (3930 ft.; *Helena*, from $3; *Grandon*, $3-5; *Grand Central*, $2), the capital of Montana, is a mining city of 10,770 inhab., finely situated in the fertile *Prickly Pear Valley*, near the E. base of the main range of the Rocky Mts. The *State House* and some of the other official and commercial buildings are large and substantial, and the streets are lighted by electricity and traversed by electric tramways. A visit to the *U. S. Assay Office* is interesting.

Helena lies in the heart of one of the richest mining districts in the country and claims to be among the wealthiest cities of its size in the

world. It is said that gold to the value of at least $ 40,000,000 has been taken from the *Last Chance Gulch*, which runs through the city; and all round the city are valuable gold and silver bearing veins of quartz, besides deposits of copper, iron, and galena.

About 3 M. to the W. of Helena (reached by electric tramway; fare 10 c.) is the huge *Broadwater Natatorium* (400 ft. long and 150 ft. wide; adm. free), fed by a hot spring, the temperature of which at its source is about 160° (in bath about 100°). The waters are good for rheumatism. — A visit to one of the *Gold* or *Silver Mines* in the vicinity is of great interest. The nearest are those at *Grizzly Gulch*, 4 M. to the S.W. One of the most famous is the *Drum-Lummon Mine*, 20 M. to the N., which has yielded $ 2,000,000 worth of gold and silver in a single year. — A steamer trip may be made through the *Cañon of the Missouri*.

Helena is also a station on the Great Northern Railway (see R. 82) and a pleasant excursion may be made by taking the Montana Central Division of this line to (98 M.) *Great Falls* (p. 468).

About 21 M. beyond Helena we cross the main ridge of the **Rocky Mts.** by *Mullan's Pass*, where the train passes through a tunnel 2/3 M. long and 5545 ft. above sea-level (summit of mountain over tunnel 5870 ft.). This is from 1800 to 2700 ft. lower than the passes of the Santa Fé and Union Pacific Railroads (comp. pp. 521, 497). The contrast between the E. and the W. sides of the 'Great Divide' is very striking, as we at once pass from a scene of wild rocky grandeur to one of mild pastoral beauty. The line descends rapidly to the valley of the *Little Blackfoot River*. At (1181 M.) *Garrison* (4315 ft.), on the *Deer Lodge River*, we are joined by the line from *Butte* (see p. 473). Beyond Garrison we skirt the Deer Lodge River, which soon changes its name to *Hell Gate River*. The fine snow-clad pyramid of *Mt. Powell* (13,400 ft.) is seen to the left. Near (1189 M.) *Gold Creek* the last spike of the Northern Pacific Railroad was driven in 1883, the tracks advancing from the E. and the W. meeting here. Below (1214 M.) *Bearmouth* (3790 ft.) we pass into *Hell Gate Cañon*, a picturesque mountain-flanked valley, 2-3 M. wide. At (1248 M.) *Bonner* the Hell Gate River is joined by the *Big Blackfoot River* (right), which we cross beyond the station. — 1255 M. **Missoula** (3195 ft.; *Florence*, $ 3-4; *Missoula*, $ 2; *Rankin*, $ 2; *Kennedy*, $ 2), finely situated on the *Hell Gate* or *Missoula River*, near its confluence with the *Bitter Root River*, is a rising little city of 4366 inhab. and the junction of the Bitter Root Valley branch. *Fort Missoula* lies 4 M. to the S.

Hamilton (Hotel Ravelli, $ 3-4), on the Bitter Root line, 47 M. to the S., is a pleasant stopping place, with big game and good fishing.

At (1261 M.) *De Smet* the railway forks, our line keeping to the right, while the Coeur d'Alene branch diverges to the left.

The Coeur d'Alene Line runs, through grand mountain scenery, into the heart of a famous mining district. At (308 M.) *Harrison* it reaches the lovely *Coeur d'Alene Lake*, which may be crossed to *Coeur d'Alene City* (p. 424).

Beyond De Smet we cross the *Marent Gulch* by a steel-trestle 226 ft. high. We then follow the *Jocko River* and traverse the *Reservation of the Flathead Indians*, a peaceful tribe whose boast is that they never killed a white man; their huts and 'teepees' are seen on both

sides of the railway. The Agency Buildings are visible at the foot of the *Mission Range*, 5 M. to the E. Near (1299 M.) *Jocko* the Jocko joins the *Flathead* or *Pend d'Oreille*, which we now follow. Beyond (1313 M.) *Perma* (2490 ft.) we cross the river by a truss-bridge. About 8 M. farther on the Pend d'Oreille is joined by the Missoula, and the combined rivers take the name of the *Clark Fork of the Columbia*. The valley here is narrow and rocky, but at (1325 M.) *Paradise* and (1332 M.) *Plains* (2460 ft.) it widens into two pleasant little plains, formerly used by the Indians as wintering-places for their ponies. The white *Coeur d'Alène Mts.* rise to the left and the *Cabinet Mts.* to the E. 1357 M. *Thompson's Falls* (2435 ft.), at the falls of the Clark Fork River. Picturesque scenery. Numerous bridges and cuttings. At (1380 M.) *Trout Creek* we change from 'Mountain' to 'Pacific' time (1 hr. slower; comp. p. xviii). Near (1405 M.) *Heron* (2260 ft.) we enter *Idaho* ('Gem of the Mountains'), a mountainous state, the N. tip of which we now traverse. We cross the river and skirt the N. bank of its expansion, **Lake Pend d'Oreille*, a beautiful sheet of water 45-50 M. long and 3-15 M. wide. — 1428 M. **Hope** (2110 ft.; *Lakeside*, $ 2), a railway-division town and tourists' resort on the N. bank of the lake (boating and fishing). At (1444 M.) *Sand Point* (p. 468) we cross an arm of the lake and then quit it. The scenery retains its wild character for several miles and then we cross vast plains hemmed in by hills as far as Spokane. The line runs towards the S. as far as (1486 M.) *Rathdrum* (2210 ft.). 1492 M. *Hauser Junction*, for a line to (14 M.) *Coeur d'Alène City* (p. 474). — We now enter *Washington* ('Evergreen State'), an important agricultural state, also remarkable for the splendid timber of its W. slopes. Beyond (1497 M.) *Otis* we cross the *Spokane River*.

1513 M. **Spokane** (pron. Spokán; 1910 ft.; *Spokane Hotel*, R. from $ 1; *Grand Central*, $ 2-4; *Columbia*, $ 2-2½), a thriving city of 36,848 inhab., settled in 1878 and in great part rebuilt since a fire in 1889, lies on both banks of the Spokane River, in the centre of a district of great agricultural richness.

The two **Falls*, both within the city, are 150 ft. in total height and furnish the water-power for numerous manufactories, for the electric lighting of the town, and for its system of cable and electric tramways. Visitors should descend to the foot of the lower falls and should also go to the bridge above the upper falls. Among the most conspicuous buildings, many of which are of extraordinary size and solidity for so small and young a city, are the **Opera House*, which has seats for 2000 people, the *Court House*, and the *City Hall*. The residence-quarter, on the hill above the railway (on the opposite side from the business-quarter), contains many houses of unusually good taste. The *High School*, in this quarter, is a handsome red building with a tower. A fine *View of the city and valley is obtained from the *Cliff Heights* (reached by cable-cars and steam-tramway). — Several railways diverge from Spokane.

From Spokane to Umatilla, 262 M., *Oregon Railroad & Navigation Co.*: in 9 hrs. This is the route followed by the through-trains of the G. N. R. (comp. p. 467). — Chief stations: 50 M. *Tekoa*; 105 M. *Winona*; 157 M. *Starbuck*; 204 M. *Walla Walla*; 235 M. *Wallula* (p. 476). At (262 M.) *Umatilla* we join the route described at p. 505.

Beyond Spokane the line runs to the S.W. — 1522 M. *Marshall Junction.*

From Marshall Junction to Lewiston, 138 M., railway in 7 hrs. This line runs through the fertile *Palouse District.* — From (136 M.) *Lapwai* a short branch line runs to (12 M.) *Cul-de-Sac.* — 138 M. *Lewiston*, at the junction of the *Snake* and *Clearwater* rivers.

[From Lewiston a branch-line runs through the fertile lands of the former *Nez Percé Reservation* to (71 M.) *Kooskia*, on the *Upper Clearwater*, in the Buffalo Hump & Florence Mining District.]

From (1529 M.) *Cheney* (2340 ft.) a line runs to (124 M.) *Coulee City*, passing (10 M.) *Medical Lake*, a favourite invalid resort. — Beyond (1554 M.) *Sprague* (1910 ft.) we pass *Colville Lake* (left). We now traverse an elevated pasturage-district.

1658 M. *Pasco*, near the confluence of the *Columbia* and *Snake Rivers*, is the junction of the line into the Walla-Walla and Pendleton country.

This line crosses the Snake River by a long iron bridge and joins the Oregon R.R. and Nav. Co. at (16 M.) *Wallula Junction* (see p. 475). Following this line for 27 M. more, we reach *Umatilla.* Thence to (187 M.) *Portland*, see R. 88.

Our line crosses the Columbia and follows the valley of the *Yakima* (river to the right) towards the N.W. Beyond (1698 M.) *Prosser* we traverse the *Yakima Indian Reservation.* The white cap of *Mt. Adams* (12,470 ft.), one of the loftiest of the Cascade Mts. (see below), is seen to the left. — 1747 M. *North Yakima* (990 ft.), with 3154 inhab., is the entrepot of the *Yakima Basin*, a district in which large quantities of fruit, vegetables, hops, alfalfa, and tobacco are grown by dint of irrigation. We now cross the river and have it to our left. Farther on we pass through the fine **Yakima Cañon* (15 M. long) and enter the *Kittitas Basin*, another fertile valley, bounded on the W. by the green *Cascade Mts.*, with the white peak of *Mt. Rainier* or *Tacoma* (p. 478) rising beyond. 1784 M. *Ellensburg* (1510 ft.), with 1737 inhab., saw-mills, and machine-shops. At (1822 M.) *Easton* the train begins to ascend the E. slope of the Cascade Mts. (see below) at a gradient of 116 ft. per mile. Fine views. The crest is penetrated by the *Stampede Tunnel* (2810 ft.; height of summit above the tunnel 3980 ft.), nearly 2 M. long.

The **Cascade Mts.** (a continuation of the Sierra Nevada; see p. 500) are a broad volcanic plateau, with many snow-peaks (9000-14,500 ft.; average height 6000 ft.), running through Washington and Oregon from N. to S. and dividing these states into two regions differing widely in climate, surface, and vegetation. The region we now enter on the W. slope has a mild, moist climate (not unlike that of England), and is covered with dense forests, mainly of coniferous trees.

We now descend into the beautiful valley of the *Green River*, passing round winding curves, through tunnels, and over trestles, with numerous picturesque glimpses. 1849 M. *Hot Springs* (Hotel Kloeber), a small health-resort. — 1869 M. *Palmer Junction.*

From Palmer Junction a branch-line, formerly followed by the through trains, runs to (43 M.) *Tacoma* through the valleys of the *White River* and

the *Puyallup* (Poo-állup). Frequent Views of Mt. Rainier are obtained to the left, some imes to the S., sometimes to the E. of the line. It rejoins the main line at (33 M.) *Meeker* (see below).

From Palmer the main line goes by the 'Palmer Cut-off' to (1890 M.) *Auburn*, whence most of the through-trains run to the N. to (1913 M.) **Seattle** (p. 469), one of the W. termini of the N. P. Railway. Passengers for Tacoma and Portland usually change carriages at Auburn, but in some cases retain their seats and are carried up to Seattle, back to Auburn, and so to their destination.

The line for Tacoma and Portland runs to the S. (left) from Auburn. 1897 M. *Summer;* 1899 M. *Meeker.*

1901 M. **Puyallup** (70 ft.; *Puyallup*, $1-3), a town of 1884 inhab., is the centre of a rich hop-district, with numerous drying-kilns (very unlike the 'cowls' of Kent). It is also the headquarters of the *Puyallup Indian Reservation.* Export hoppickers, many of whom are Indians, can earn $1½-2 (6-8*s.*) per day (compared with 3-4*s.* in England).

1909 M. **Tacoma** (30 ft.; *Tacoma Hotel*, $3-5; *Donnelly*, *Tourist*, $1), an industrial city and seaport of (1900) 37,714 inhab. and one of the W. termini of the N. Pacific Railway, is finely situated on a series of terraces rising from the head of *Commencement Bay*, the S.E. arm of *Puget Sound* (p. 597). It commands fine views of the Sound, the Cascade Mts., and the grand white cone of Mt. Rainier (S.E.; see p. 478). Though scarcely 30 years old (300 inhab. in 1875, 760 in 1880), Tacoma possesses numerous substantial streets and buildings. Its industrial establishments include large saw-mills, foundries, smelting works, railway-workshops, iron and stove works, breweries, flour mills, etc.; and it carries on an extensive trade in grain, lumber, coal, tea, silk, and other articles. Among the principal buildings are the *Court House*, the *City Hall*, the *Opera House*, the *Chamber of Commerce*, the *Carnegie Library*, *St. Leo's R. C. Church*, the *Offices of the N. Pacific Railway*, and the *Annie Wright Seminary.* In the Court House is housed the *Ferry Museum*, which contains an interesting collection of Indian baskets, domestic utensils, canoes, and implements of hunting and war, as well as casts, prints, and armour (open daily, 2-5; on Thurs. & Sun. 10 c., other days 25 c.). The *University of Puget Sound* (200 students) was incorporated in 1903. A line of electric tramways connects the *Railway Station*, at the end of *Pacific Avenue*, the main business-street, with the *Wharf;* and other electric or cable lines run to the suburbs, *Point Defiance*, *Puyallup* (see above), etc.

Many good roads and bicycle-paths lead from Tacoma to the so-called *Natural Parks*, beginning 6 M. to the S. of the city and extending thence for about 15 M., with a width of 10 M. This large area, in spring thickly carpeted with flowers, is dotted with trees and lakes, the largest of the latter being the *American Lake*, 5 M. long and 2 M. wide, offering good boating and fishing. The Parks are excellent driving places, as there is no dust in summer and no mud in winter.

Tacoma is the starting-point of steamers to *Alaska* (see R. 106); to

Seattle (p. 469), *Port Townsend* (p. 596), *Olympia* (see below), *Victoria* (p. 596), and other points in Puget Sound; to *San Francisco* (p. 543) and other Californian ports; to China and Japan, etc. — Tacoma is connected with *Seattle* (p. 469) by the Northern Pacific Railway (41 M., in 1½ hr.) and by the Interurban Electric Railway (36 M., in 1½ hr.).

A visit to **Mt. Rainier** or **Tacoma** (14,530 ft.) takes about 3 days. The train is taken to (32 M.) *Wilkeson*, whence a bridle-path leads to (25 M.) a point about 7000 ft. above the sea, where a good view is obtained of two of the 14 living glaciers on the mountain. The hazardous ascent thence to the summit should not be attempted except by experts. Mt. Rainier, like the other isolated mountains of the Cascade Range, is an extinct volcano; and the two craters at the summit still give off heat and sulphurous fumes. Mountain-goats, marmots, and ptarmigan are among its fauna. Enquiry as to guides and horses should be made at Tacoma. — Another and perhaps finer trip may be made to **Paradise Park**, on the S. side of Mt. Rainier. Trains run twice a day on the new *Tacoma Eastern R. R.* from Tacoma to (48 M.) *Elbe*, whence stages ply regularly to (14 M.) *Longmire's Springs* (2850 ft.), at the foot of the mountain. Most travellers prefer to spend the night here, though it is possible to proceed on horseback the same evening as far as the snow-line at *Paradise Valley*. A trail leads through Paradise Park from Longmire's Springs to the (7 M.) *Camp of the Clouds* (6000 ft.; Hotel Tent, meals and blankets $ 2). The Alpine flora of the Park is very fine. Close by is *Nisqually Glacier*, 7 M. long, the finest to the S. of Alaska; and many other glaciers and cascades may be reached within a day's walk. The ascent of Mt. Rainier from this side is much easier (2 days). Other good opportunities for the climber are afforded by the ten jagged peaks of the *Tatoosh Range* (ca. 7000 ft.).

From Tacoma to Olympia, 32 M., *Northern Pacific Railway* in 1½ hr. Some of the Portland trains run by this route, joining the route described below at (66 M.) *Centralia*. — **Olympia** (*Olympia*, from $ 2), the capital of the State of Washington, is finely situated at the head of Puget Sound, in the midst of a thickly wooded district. Pop. (1900) 3863. It carries on a trade in agricultural produce, fruit, wool, and timber.

The Pacific Division of the Northern Pacific Railway runs to the S. from Tacoma to Portland. Fine views of Mt. Rainier or Tacoma (40 M. distant) are obtained to the left, through breaks in the forest. 1916 M. *Lake View* (325 ft.) is the point of divergence of the above-mentioned line to Olympia. 1941 M. *Tenino* (315 ft.), the junction of another line to Olympia. 1958 M. *Centralia* (205 ft.; 1947 inhab.; see above) is the junction of a line to *Gray's Harbor*, on the Pacific Ocean. 1962 M. *Chehalis*, the junction of a line to *South Bend*, on the Pacific Ocean. Farther on we descend along the *Cowlitz*, and glimpses of *Mt. Adams* (p. 476) are obtained to the left.

At (2012 M.) *Kalama* (33 ft.) the train is transferred across the wide *Columbia River* by a large steamer. 2017 M. *Goble*, the junction of a line down the Columbia river to *Astoria*. Beyond (2029 M.) *Warren* we skirt the *Willamette* (p. 584). In clear weather views are had of *Mt. St. Helens* (9750 ft.; to the N.E.), *Mt. Hood* (11,225 ft.), and *Mt. Jefferson* (10,567 ft.; to the S.E., more distant). The first of these was in eruption in 1898, emitting volumes of black smoke.

2053 M. **Portland,** see p. 584.

84. The Yellowstone National Park.

The **Yellowstone National Park, which, by Act of Congress on March 1st, 1872, was set apart as a public park or pleasure-ground 'for the benefit and enjoyment of the people', consists of a tract 62 M. long from N. to S. and 54 M. wide from E. to W., with an area of 3348 sq. M. To the S., E., & N. of it lies the *Yellowstone Forest Reserve* of 13,070 sq. M., and to the W. is the *Madison Reserve* of 1270 sq. M., both belonging to the Federal Government but neither under control of the Park officials. The great bulk of the Park lies in *Wyoming*, but small portions of it are in *Montana* (N.) and *Idaho* (W.). The central portion of the Park consists of a broad volcanic plateau, with an average elevation of 8000 ft. above sea-level. Surrounding this on all sides are mountains with peaks and ridges rising 2000-4000 ft. above the general level. To the S. are the grand *Teton* and *Wind River Ranges;* to the E. the *Absaroka Mts.* To the N.E. a confused mass of mountains unites the Absarokas with the *Snowy Range*, which shuts in the Park on the N. The beautiful *Gallatin Range*, on the N. and N.W., lies partly within the national reservation. The whole district has been the scene of remarkable volcanic activity at a comparatively late geological epoch; and the traces of this activity, in the form of geysers, boiling springs, terrace and crater formations, cliffs of obsidian, deeply-cleft cañons, petrified trees, sulphur hills, and the like, are of the strangest and most startling description (see below). Its geysers are the largest in the world, excelling those of New Zealand or Iceland. Its lakes and waterfalls are also fine, and the marvellously coloured Cañon of the Yellowstone (p. 489) perhaps outstrips even the geysers as an attraction. A great part of the ground is covered with dense forests of lodge-pole pine and Douglas spruce. The Park has become a huge game-preserve, and large numbers of wild animals, including the last free herd of buffaloes in America, elk, deer, bears, big-horn sheep, etc., are sheltered in its recesses. These free wild animals are a notable attraction to the tourist. No shooting is allowed within the Park precincts; but fishing is freely allowed, and excellent sport (chiefly trout and grayling) may be obtained in the Yellowstone River, the Yellowstone Lake, and in nearly all the streams. The botanist will find much to interest him in the flora of the district, and it need scarcely be said that it is a peculiarly happy hunting-ground for the geologist. — The Park is under the exclusive control of the Secretary of the Interior, except in regard to improvement work, which falls to the Secretary of War. Troops of U. S. cavalry are stationed at many points to protect the natural curiosities. The rules of the Park may be seen at the hotels, and any infringement of them is severely dealt with. — This whole region was made known to the public by the Washburn Expedition of 1870, but the fur-traders, trappers, and hunters had brought home tales of its wonders as far back as 1830. Since 1870 the U. S. Government has sent various scientific topographical and geological expeditions into the Yellowstone, which has now been pretty thoroughly explored and mapped (comp. p. 481).

Geology of the Yellowstone Park (by *Arnold Hague*, U.S. Geological Survey). Geological evidence shows that the processes of mountain building were contemporaneous in all these ranges and took place near the close of Cretaceous time. By the upheaval of the mountains a depressed basin was formed, everywhere shut in by high land. Later, the pouring out of vast masses of lavas converted this depressed region into the Park plateau. Tertiary time was marked by great volcanic activity, lavas being piled up until the accumulated mass measured more than 2000 ft. in thickness. At least two centres of volcanic eruptions, Mt. Washburn and Mt. Sheridan, are known within this area. The plateau built up of these lavas embraces an area of 50 by 40 M., the volcanic flows resting against the steep spurs of the encircling mountains. Strictly speaking it is not a plateau; at least it is by no means a level region, but presents an undulating country characterized by bold escarpments and abrupt edges of mesa-like ridges. It is accidented by shallow basins of varied outline

and scored by deep cañons and gorges. Evidences of fresh lava flows within recent times are wholly wanting; nevertheless, over the Park plateau the most unmistakable evidence of underground heat is everywhere to be seen in the waters of innumerable hot springs, geysers, and solfataras. A careful study of all the phenomena leads to the theory that the cause of the high temperatures of these waters is to be found in the heated rocks below and that the origin of the heat is in some way associated with the source of volcanic energy. Surface waters, in percolating downward, have become heated by relatively small quantities of steam rising through fissures in the rocks from much greater depths. Geysers and hot springs return these meteoric waters to the surface. They are in a sense volcanic phenomena and remain as evidence of the gradual dying out of volcanic energy. If this theory is correct, proof of the long continued action of thermal waters upon the rocks should be apparent, as they must have been active forces ever since the cessation of volcanic eruptions. Ascending currents of steam and acid waters have acted as powerful agents in rock decomposition and have left an ineffaceable impression upon the surface of the country. This is shown by numerous areas of altered lavas and extinct solfataras. No finer example of the action of steam upon lavas can be seen than along the walls of the Yellowstone Cañon. To-day the greatest activity is found in the geyser basins. The number of hot springs in the Park exceeds 4000. If to these be added the fissures and fumaroles from which issue large volumes of steam and acid vapours, the number of active vents would be greatly increased. There are about 100 geysers in the Park. Between a geyser and a hot spring no sharp line can be drawn, although a geyser may be defined as a hot spring throwing with intermittent action a column of hot water and steam into the air. A hot spring may boil incessantly without violent eruptive energy; a geyser may lie dormant for years without explosive action and again break forth with renewed force.

Bunsen's theory of geyser action, which he announced after investigating the geysers of Iceland, is undoubtedly correct in its essential principles, and has stood the test of careful study of the varied hydro-thermal phenomena in the Yellowstone Park, where they occur on so grand a scale. In the latter locality it may be shown that it is not necessary that the geyser conduit should be vertical or even straight. Bunsen's theory rests on the well-known principle that the boiling point of water increases with pressure and consequently the boiling point at the bottom of a long tube is much higher than at the top. When heat is applied to the bottom of a deep reservoir, explosive action is likely to follow, and in the case of a geyser the expansive force of steam which is generated drives out violently the water in the tube which leads to the surface.

The thermal waters of the Park may be classed under three heads: 1st, calcareous waters carrying calcium carbonate in solution; 2nd, silicious waters carrying free acid in solution; 3rd silicious alkaline waters rich in silica. Calcareous waters are confined almost exclusively to the Mammoth Hot Springs, which lie just to the N. of the Park plateau. Although the waters break out in close proximity to the lavas, and undoubtedly receive their heat from volcanic sources, they reach the surface through limestones. With a few exceptions silicious waters are found issuing from the lavas from which they derive their mineral contents. Acid waters may be recognized by efflorescent deposits of alum and soluble salts of iron, and frequently by the presence of delicate sulphur crystals. Alkaline springs present more of general interest than acid waters, as it is only in connection with the former that geysers occur. They are the principal waters of all the geyser basins and most hot spring areas. They deposit mainly an amorphous silicious sinter, but in an endless variety of forms, as is shown in the geyser cones and incrustations on the surface and edges of hot pools.

It is these unrivalled hydro-thermal manifestations and their varied phenomena that have made the Yellowstone Park famous throughout the world, and gained for it the distinction of America's Wonderland.

Approaches and Plans of Tour. The season for visiting the Yellowstone

Park lasts from June 15th to Sept. 15th, and June and September are less crowded than July and August. The principal approach is viâ *Livingston* on the *Northern Pacific Railway* (see p. 473 and R. 83). The charge for round trip ticket from Livingston, including railway between Livingston and Gardiner (each way), stage fares for the regular tour in the Park, and board and lodging at the Park hotels (for 5½ days) is $ 49.50 (from Mammoth Hot Springs $ 44.50). A return-ticket from St. Paul, Minneapolis, or Duluth to Mammoth Hot Springs costs $ 56.90, and includes only railway and stage fares. The roads throughout the Park are kept up by the U.S. Government at great expense, and they are regularly watered to keep the dust down as far as possible. Some of the drives, however, are rather tedious, as the regular coaches make only 5 M. an hour on an average, and lighter vehicles 8 M. The transportation from Gardiner is in the hands of the *Yellowstone Park Transportation Company*, whose coaches are roomy and strong. Tourists of simple tastes may put themselves in the hands of the *Wylie Permanent Camp Co.* (Gardiner, Montana), which has erected comfortable camps (tents) in different parts of the Park, and charges $ 38.30 for the round trip from Livingston, including six days' board (two nights spent at the Upper Basin). Each additional day costs $ 2.50, and this is the charge for cyclists and those tourists who have their own vehicles. Carriages may be hired at $ 10-21 per day (3-7 pers.); saddle-horses $ 2½ per day. The Raymond & Whitcomb Co. (p. xxvi) conducts parties from the larger towns to the Yellowstone at rates proportional to those above mentioned, while similar parties are brought by the Pennsylvania R. R. from New York and by the Burlington Route from Chicago. Camping parties may secure a complete outfit, guides, etc., at the Mammoth Hot Springs Hotel (p. 482). — The Yellowstone may also be approached on the W. from *Monida*, on the *Oregon Short Line R. R.* (p. 503), whence the Park (85 M.) is reached in about 27 hrs. by the coaches of the *Monida & Yellowstone Co.*, which also make the regulation above mentioned (fare about the same as from Gardiner). Arrangements have also been made by which the tourist may enter the Park from Gardiner and quit it by Monida (and vice versâ). The charge for a return-ticket from Omaha (p. 492) or Kansas City (p. 507), including the trip through the Park from Monida, is about $ 120, from Portland (Ore.) $ 85. — From the E. the Yellowstone Park may be reached from *Cody* (p. 496). the nearest railway-station in this direction (about 95 M. from the Lake Outlet, near the Lake Hotel, p. 488). — *Warm Wraps* are necessary in the Yellowstone, as, however strong the sun is by day, the nights are apt to be very chilly.

Hotels. The hotels of the *Yellowstone Park Association* (headquarters at Mammoth Hot Springs) are comfortable and well managed. The uniform charge is $ 4 a day for the first week, then $ 3. The Association also owns lunch-stations at Norris and at the Thumb of Yellowstone Lake.

Guides. Men to point out the way to the various points of interest may be obtained at the hotels for a moderate fee; but really intelligent and efficient guides are still a desideratum. Mounted guide, for longer excursions, $ 5 per day.

Bibliography. The most detailed account of the Yellowstone is that of Prof. F. V. Hayden and his colleagues in the *Twelfth Annual U. S. Geological Report* (1878), but the work likely to be of most use to the tourist is *Hiram M. Chittenden's* 'Yellowstone National Park' (new ed., 1903; $ 1.50). See also *Arnold Hague's* 'Geological History of the Yellowstone Park' (1887). Small *Guides to the Yellowstone Park*, by *A. B. Guptill* (50 c.) and *W. C. Riley* (25 c.), may be bought at the hotels. The little book called 'Wonderland', published by the Northern Pacific Railway, is revised annually and may be commended (6 c.). Good *Photographs*, by F. Jay Haynes, are also on sale.

a. From Livingston to Mammoth Hot Springs.

NORTHERN PACIFIC RAILWAY to (54 M.) *Gardiner* in 2½ hrs. STAGE thence to (5 M.) *Mammoth Hot Springs* in 1 hr.

Livingston, see p. 473. — The train ascends the valley of the Yellowstone and soon passes through (3 M.) the ***First Cañon of the Yellowstone** or *Gate of the Mts.*, a gorge about 1 M. long, with rocky walls 2000 ft. high. The wider reach then entered is known as *Paradise Valley*. 31 M. *Dailey's* (4915 ft.). To the left is *Emigrant Peak* (10,960 ft.), at the head of Paradise Valley. Near (41 M.) *Sphinx* (5070 ft.) we thread the fine ***Middle** or *Yankee Jim Cañon*, 'a gigantic and perfect piece of ice-work, with rocky sides smoothly polished and striated from the bottom to the top' *(Geikie)*. As we approach the end of the railway, we see *Cinnabar Mt.* to the right, with the curious ***Devil's Slide**, consisting of two dykes of hard sandstone, 30 ft. apart, ascending the mountain for about 2000 ft.

54 M. **Gardiner** (5400 ft.; *Hotels; Wylie Dining Station*, comp. p. 481), the terminus of the railway and the beginning of the stage-line, lies at the confluence of the Yellowstone and the *Gardiner River*, where it enters the Yellowstone Park. Opposite the tasteful rustic railway station is a massive arch of rough basalt, 50 ft. high, with a tablet bearing the words: 'For the benefit and enjoyment of the People'. This is the entrance-gate to the Park. Beyond it the road ascends on the right bank of the Gardiner and after 3 M. crosses from Montana to *Wyoming* (p. 497). Between Gardiner and Mammoth Hot Springs the road ascends 800 ft., by a continuous and easy grade.

5 M. ***Mammoth Hot Springs Hotel** (6215 ft.; 300 beds, incl. annex; baths with water from Hot Springs) is finely situated on a plateau about 800 ft. above the Gardiner, with *Mt. Everts* (7900 ft.) rising to the E. (beyond the river) and *Terrace Mt.* (8100 ft.) and *Bunsen Peak* (9100 ft.) to the S. Mammoth Hot Springs is the business and administrative centre of the Park, including the headquarters of the Superintendent, of the officers in charge of the improvement works and weather observations, and of the hotel and transportation companies. Adjacent is *Fort Yellowstone*, the military headquarters of the park.

This is the starting-point and the terminus of the circular tour round the Park, which may be made in either direction, though that followed below is preferable, as reserving the fine Yellowstone Cañon to the last. Trunks and other heavy luggage are left here. The drive through the Park is made in light vehicles holding 3-7 people, and the same carriage is retained throughout by those who perform the circuit within the usual time (5½ days; fee to driver customary).

The *Yellowstone Park Association's Guide* conducts hotel guests over the Terraces free of charge, starting about 2 p.m. It is, however, preferable to visit the Terraces, if possible, in the morning or late evening, since the heat reflected from the glaring white formations is very trying. A guide is not indispensable, as the hotel is scarcely lost sight of. Smoked glasses are a desirable protection to the eyes.

Opposite the hotel, on the slope of Terrace Mt., are the wonderful ***Formations** or **Terraces** formed by the calcareous deposits of

the *Mammoth Hot Springs*. These deposits cover an area of nearly 200 acres, comprising 10-12 distinct terraces and 70 active springs, with a temperature varying from 65° to 165° Fahr. The main springs now active lie just above the Terraces, the total height of which is about 200 ft. The exquisite colouring of the formations (white, cream, salmon, red, brown, yellow, green, etc.), the singularly blue transparency of the water, and the striking arrangement of the terraces combine to form a scene that has no rival since the destruction of the famous Pink Terraces of New Zealand (1886).

The first objects to attract the visitor's attention on leaving the hotel are the cones of two extinct geysers, named *Liberty Cap* (38 ft. high) and the *Giant's Thumb*. The path usually followed in visiting the Formations diverges from the main road about 200 yds. to the S. of the former; the path near the Giant's Thumb is generally taken in returning. Among the chief points of interest are the *Minerva Terrace*, the *Jupiter Terrace*, the *Pulpit Terrace*, the *Cleopatra Terrace and Pools*, the *Narrow Gauge Terrace*, the *Orange Geyser* (a hot spring, not a geyser proper), *Cupid's Cave*, and the *Devil's Kitchen*. — About 1 M. to the S. of the hotel, on the old coach road, is a corral of buffaloes.

Those who stay more than a day at the Mammoth Hot Springs may make several excursions, by carriage or in the saddle. The drive around *Bunsen Peak* is of special interest, going by **Middle Gardiner Falls* (150 ft. high), in a cañon 500 ft. deep. This trip may be combined with the ascent of Bunsen Peak (half-a-day; *View). *Sepulchre Mt.* (9500 ft.) and *Electric Peak* (see below) may also be ascended on horseback. An ascent of *Mt. Everts* (p. 482), including a visit to the *East Gardiner* or *Undine Falls*, takes about a day.

b. From Mammoth Hot Springs to the Lower Geyser Basin.

40 M. Stage in about 10 hrs., including 2 hrs. at Norris.

The road ascends gradually to the S. up the N. slope of Terrace Mt. to (3½ M.) the **Golden Gate*, where the W. branch of the Gardiner passes between Bunsen Peak and Terrace Mt. The name is said to be derived from the yellow moss which grows on the rocky walls of the pass. The *Rustic Falls* here are picturesque. Fine retrospect. On issuing from the cañon, by a concrete viaduct of eleven arches, which carries the road for 225 ft. along the face of the cliff, we pass a strange formation of white travertine rocks locally known as the *Hoodoos*, and reach *Swan Lake Flat*. To the right rise the snow-peaks of the *Gallatin Range*, including (from right to left) *Quadrant Mt.* (10,125 ft.), *Bannock Peak* (10,330 ft.), and *Mt. Holmes* (10,528 ft.). Behind us, to the N.W., is *Electric Peak* (11,155 ft.), the highest mountain in the Park. About 2 M. beyond Swan Lake we cross the middle fork of the Gardiner. Farther on, 6 M. from the Golden Gate, are *Willow Park* and *Apollinaris Spring*, with the first Wylie Camp (p. 481). To the left, 1½ M. farther on, rises the ***Obsidian Cliff**, a ridge of volcanic glass, 300 yds. long and 150-250 ft. high, once a favourite resort of the Indians, who made arrow-heads of the obsidian. In the construction of the road the large blocks of obsidian were shattered by being first heated by fires and then douched with cold water. To the right lies *Beaver*

Lake (7415 ft.), so called from the ancient beavers' dams, now overgrown with vegetation. The road skirts the lake for about 1 M., crosses the *Green Creek*, and then surmounts the watershed (7550 ft.) between the Gardiner, flowing into the Yellowstone, and the *Gibbon*, flowing into the Madison. We pass *Roaring Mt.* (l.), the little *Twin Lakes* (r.), and the *Devil's Frying Pan* (r.).

20 M. (from Mammoth Hot Springs) is the small *Norris Hotel* (7527 ft.), where a halt is made for luncheon. It lies in the **Norris Geyser Basin**, which, though not to be compared with the larger basins described at pp. 485, 486, contains features of considerable interest. Some of its active geysers are of quite recent origin. Most visitors will see as much as they wish of this basin by walking on about 1 M. ahead of their carriage. In this way they may see a boiling spring to the left of the road; the *Black Growler*, to the right; the *Hurricane*, a short way to the right (sign-post); and the *Constant Geyser*, in a large tract of geyserite which is unsafe for walking.

A path diverging to the left leads to the *Emerald Pool*, the *New Crater*, and the (1/2 M.) *Monarch Geyser*. — Numerous other small geysers and boiling springs are visible in various directions.

From Norris Hotel to the Grand Canon Hotel, 12 M. This road, formerly used as part of the regular circuit-route in returning to Mammoth Hot Springs, ascends along the Gibbon River. Near the (3 M.) *Virginia Cascades* it is carried along the face of the cliff by a clever bit of engineering. About 3 M. farther on are the *Wedded Trees*, two pines connected by a branch growing between them. — 12 M. *Cañon Hotel*, see p. 489.

From Norris Basin the road follows the course of the *Gibbon River*, which forms here a series of rapids a mile long, and about 3 1/2 M. from Norris Hotel it enters a valley named *Gibbon Meadows*, beyond which we descend the **Gibbon Cañon*.

About 1/2 M. to the E. (left) of the entrance to the cañon are the *Artists' Paint Pots*, similar to those described at p. 485. — A path to the right, 3/4 M. farther on, leads to the *Monument Geyser Basin*, 1000 ft. above the road, which may be neglected by the non-scientific tourist.

About 2 M. beyond the entrance of the cañon, to the right, is **Beryl Spring*, one of the loveliest boiling springs in the Park (15 ft. across). Near the end of the cañon, to the left, 3 M. farther on, are the **Gibbon Falls*, 80 ft. high. About 1 1/2 M. beyond Gibbon Falls is a Wylie Lunch Station, at the point of junction of our road with the N. branch of the *Monida Road*, the W. approach (see p. 503). Farther on we descend gradually, across a somewhat uninteresting tract, to the valley of the *Firehole River*, reaching it at (4 1/2 M.) the point where our road is joined by the S. branch of the Monida road. The next part of our road, ascending along the Firehole River, is more interesting. In 3 1/2 M. we reach its junction with *Nez Percé Creek*, so named from the campaign of 1877, waged by General Howard against Chief Joseph of that tribe. About 2 M. farther on, beyond a flat plain, we come to —

40 M. **Fountain Hotel** (7250 ft.), the usual halting-place for the first night after leaving Mammoth Springs. Hot mineral baths may be obtained at the hotel.

Every evening, at a point about 100 yds. behind the hotel, a group of bears may be seen eating the kitchen garbage of the day. They are so tame and inoffensive that, it is said, they would eat apples from the hands of the onlookers, if the Park rules allowed such feeding. A similar sight may be witnessed at all the hotels in the Park except that at Mammoth Hot Springs.

The ***Lower Geyser Basin,** which we have now reached, has an area of 12-13 sq. M. and a mean elevation of about 7250 ft. It is known to contain about 700 hot springs, besides a score or so of geysers, arranged in groups. Within a few hundred yards of the hotel is the ***Fountain Geyser,** which spouts every 2-3 hrs. Though not very high (30-50 ft.), the eruption of this geyser is so wide, has so many interlacing jets shooting in all directions, and rises and falls with so many variations, that it ranks among the most beautiful in the Park. The approach of an eruption, which lasts 15-20 min., is heralded by the gradual filling up of the crater. — Near the Fountain Geyser are the very singular and curiously fascinating ***Mammoth Paint Pots,** or *Mud Puffs*, a group of mud springs of different colours (pink, yellow, etc.), within a crater about 40 ft. in diameter. The mud is thrown up with a curious 'plopping' sound and falls back into shapes resembling flowers, etc.

About $1\frac{1}{2}$ M. from the hotel, somewhat difficult of access on foot owing to the marshy nature of the ground, but easily reached by tourist wagon at small charge (see p. 486), is the ***Great Fountain Geyser,** which rises to a height of 100-150 ft. and is one of the most remarkable geysers in the Park. Adjacent are many of the most interesting springs, to be found in the Park, notably *Firehole*, *Surprise*, and *Mushroom*.

c. From the Lower Geyser Basin to the Upper Geyser Basin.

9 M. Stage Coach in 3-4 hrs., including halt at the *Midway Geyser Basin* (see below).

The road, which runs at first across a flat geyserite plain and then through a rolling country, reaches the *Firehole River* exactly opposite the *Excelsior Geyser*, in the *Midway Geyser Basin*, on the W. bank of the river, where a halt of an hour or so is made.

This group includes the great ***Excelsior Geyser,** the largest geyser in the world, throwing up nearly as much water as all the rest put together. With a short interval in 1890, it has not worked since 1888, when it threw a huge mass of water to a height of 200-300 ft. Its crater is nearly 400 ft. long and 200-250 ft. wide, and its walls rise 15-20 ft. above the level of the boiling water within. Its appearance amply justifies the name of *Hell's Half Acre*, which is sometimes applied to it. — A little to the N. is the beautiful ***Turquoise Spring,** a pool 100 ft. in diameter, remarkable for the intense blueness of its limpid water. — To the W. lies ***Prismatic Lake** (400 ft. long and 250 ft. wide), the marvellous colouring of which is indicated by its name. The volumes of steam which rise from it reflect those colours in a very beautiful way.

About 3 M. beyond the Middle Geyser Basin we reach the beginning of the *Upper Geyser Basin* (see p. 486), which the road to the hotel traverses, following the course of the Firehole River. Among

the springs and geysers near the road as we proceed are the *Artemisia Spring* (right), the **Morning Glory* (*i.e.* convolvulus; left), the *Fan Geyser* (r.), and the *Mortar Geyser* (r.). Beyond the bridge are the *Riverside* (l.), the *Grotto* (l.), the *Giant* (l.), the *Splendid* (r.), the *Comet* (r.), the *White Pyramid* (r.; at some distance), the *Oblong* (l.), the *Turban* (l.), the *Grand* (l.), the *Saw Mill* (l., these three beyond the river), and the *Castle* (l.).

The ***Upper Geyser Hotel** or *Old Faithful Inn* is at present the best in the Park.

The ****Upper Geyser Basin** (7300 ft.), which is about 4 sq. M. in area, contains about 40 geysers (including the largest, after Excelsior, and finest in the Park) and many beautiful hot springs. Most of the large springs and geysers are near the Firehole River. A good general view of the district is obtained from a mound near the hotel.

The chief points of interest in the Upper Geyser Basin may be seen in two rounds of about 3 M., one on either side of the river, and about half-a-day should be allowed for each. Those who do not wish to walk can make these trips in less time and with less fatigue in the 'tourist wagons', which are provided here, and at the other principal hotels, for a trifling charge. Hurried visitors who go on foot will do well to engage a guide; in any case they should ascertain what geysers are 'due' and arrange their itinerary accordingly. A table at the hotel gives the periodic times of the different geysers, but few of them, with the exception of Old Faithful, can be trusted. Those who wish to see all the large geysers playing have to stay several days or even weeks; while some geysers intermit their eruptions for months and years at a time. Most of the chief geysers are marked by little wooden signs. Thick shoes or overshoes are desirable, as parts of the formations are almost constantly wet from the overflow of the geysers.

***Old Faithful**, one of the most beautiful geysers in the Park, throws its stream, at intervals of about 65 minutes, to a height of 125-150 ft. The eruption lasts about 4½ minutes. — Crossing the foot-bridge in front of the hotel, we reach the ***Beehive**, so called from the appearance of its cone (4 ft. high), which throws a very compact stream of water from its nozzle-like opening to a height of 150-200 ft. To the E. of the Beehive is the ***Giantess**, the interesting exhibitions of which are due once a fortnight (150 ft.). A little to the N.W. of the Giantess is the *Sponge*, so called from the appearance of its crater. — A little farther to the N. are the *Lion*, *Lioness*, and *Cub*, to the E. of which is the *Beach*. The path next passes between *Spasmodic* (r.) and the **Sawmill* (l., near a bridge over the Firehole) and reaches the *Turban* and the ***Grand**, the irregular eruptions of which last (200 ft. high) are very fine. Near this is the *Young Faithful* or *Minute Man*, a small geyser which goes off every 5 min. and lasts for 1 minute. Continuing to follow the path towards the N., we pass **Beauty Spring*, cross the river, pass the *Oblong Geyser* with its fine crater (to the right, close to the river), and reach (1 M. from the hotel) the ***Giant Geyser**, perhaps the grandest geyser in the Basin, which plays irregularly, throwing its column to a height of 250 ft. The eruption lasts for 1½ hr. About 200 yds. to the N. of the Giant is the ***Grotto**, remarkable for its curiously-shaped cone. We recross the river by the carriage-bridge, just above which, by the river's bank, is the attractive **Riverside Geyser* (thrice daily; 80 ft.). To the N., also adjoining the river, are the *Mortar* and the *Fan*, so called from the shape of its display, which usually follows that of Riverside. On the opposite side of the road is the exquisite ***Morning Glory Spring**, a most delicately tinted pool, so called from its resemblance to a convolvulus or morning glory. We may now return to the hotel (1½ M.) by the road passing the ***Castle**, named from the shape of its crater (every 24 hrs. or so; 75 ft.). Near the Castle is a pretty spring known as the *Castle Well*.

For our second circular walk we leave the hotel by a path leading through trees to the N.W., with *Iron Spring Creek* a little to the left. We cross this stream to visit the beautiful ***Emerald Pool** and ***Sunset Lake,** and then recross it and follow the path past the little *Mud Geyser*, to the curious *Black Sand Basin* and *Specimen Lake*, the latter a flat and dry expanse, with numerous semi-petrified trees. A waggon-road leads hence to the N. to the **Devil's Punch Bowl*, about 1 M. from the hotel, and is continued, sweeping round to the E., to the main carriage-road, which it joins above the Oblong Geyser (see p. 486). A digression to the left (N.) will take in the *White Pyramid* (the cone of an extinct geyser), the ***Splendid Geyser** (every 3 hrs. every alternate day; 200 ft.), and the *Comet Geyser*.

The *Biscuit Basin*, part of the Upper Basin about 2 M. from the hotel, is so called from its resemblance to a huge oven with biscuits baking. It includes the **Sapphire Pool*, the *Soda Geyser*, the *Black Pearl*, and the *Silver Globe*.

d. From Upper Geyser Basin to Yellowstone Lake Hotel.

35 M. Stage in 9 hrs., including a stoppage for luncheon.

The road ascends to the S.E. along the *Firehole River* to (1½ M.) *Kepler's Cascades*, where the river comes down for 130 ft. in a series of leaps. About 2 M. farther on it bends to the left and follows *Spring Creek*.

From this point a side-road leads to (¾ M.) *Lone Star Geyser*, which plays every 20 minutes, to a height of 30 to 50 ft. — About 5 M. farther to the S., at the W. end of *Shoshone Lake*, is the **Shoshone Geyser Basin,** with the *Union* and other interesting geysers and hot springs. **Shoshone Lake** (7740 ft.), 6½ M. long and ½-4 M. wide, consists of two expanses united by a narrow strait. It is surrounded by wooded hills.

Our road ascends steadily through the picturesque *Spring Creek Cañon*, skirting the stream to its source at *Craig Pass*, on the (4½ M.) '*Continental Divide*' or *Watershed* of the **Rocky Mts.** (8250 ft.). Just beyond the pass lies *Isa Lake*, a small lily-covered sheet of water on the summit, which sends its waters on the one side to the Atlantic, on the other to the Pacific Ocean. The 'Divide' makes a curious horseshoe bend to the N. here, but the road continues in a straight direction and hence still remains for some distance on the Pacific slope. From Isa Lake we descend the steep and winding *Corkscrew Hill* to *De Lacy Creek*. Beyond the Creek we ascend again, passing (2½ M.) *Shoshone Point*, which affords a beautiful view of Shoshone Lake (see above) and a distant view of the historic *Teton Mts.* (13,690 ft.; ascended twice only, in 1872 and 1898). We reach the second crossing of the Divide (8350 ft.) 4½ M. farther on, near *Lost Lake*. The road then descends, passing *Duck Lake*, to (4 M.) *Yellowstone Lake* (p. 488), which we reach at the *West Bay* or *Thumb* (Luncheon Station). The *Hot Spring Basin* at the Thumb contains about 70 hot springs, many of which are remarkable for their brilliant colouring. One lies so close to the lake, that it is literally possible to catch a trout in the lake and cook it in the spring without changing one's position. About 150 yds. from the lake is a group of **Paint Pots*, which any visitors consider more striking than those described at p. 485. A small *Steamer* plies from this point to (20 M.) the Yellowstone Lake Hotel (see p. 488).

This steamer-trip forms a very attractive alternative route to the hotel. It is included in the price of the Wylie tickets (p. 481), but all other passengers pay $3 extra.

From the Thumb Station a road leads to the S. to the (48 M.) *Jackson Hole* and Teton Mts. It is much used as an approach to the Park by camping parties from the S., while many tourists also make a side-trip from the Park to see the grand scenery of the valley known as the Jackson Hole.

From the Thumb to the Hotel our road runs for some way along the W. bank of ***Yellowstone Lake** (7721 ft.; 1428 ft. above the top of Mt. Washington, p. 169), one of the largest bodies of water in the world at so lofty an altitude, having an area of 140 sq. M., a shore-line of about 100 M., and a longest diameter of 18 M. Its shape is irregular and has been likened to a hand with three fingers and a thumb. The outlet is at the wrist (N.), near the Yellowstone Lake Hotel. The lake is surrounded by lofty mountains. The *Yellowstone River* enters it on the S. and issues from it on the N. After 5 M. the road quits the lake and leads across the hills (a somewhat monotonous route) to (9 M.) *Bridge Bay*, where it regains the lake. The bay gets its name from a curious *Natural Bridge*, 40 ft. high and 30 ft. across, passed about $1^1/_2$ M. before we reach the bay. A drive of 2 M. more along the N. shore brings us to the Hotel.

The ***Yellowstone Lake Hotel**, 35 M. from the Upper Basin, is well situated on a bluff overlooking the lake and backed by a forest. It commands a fine view of the lake and of the **Absaroka Mts.** beyond. Among the chief of these (named from N. to S.) are *Mts. Cathedral* (10,700 ft.), *Chittenden* (10,190 ft.), *Silver Tip* (10,400 ft.), *Grizzly* (9700 ft.), *Doane* (10,500 ft.), *Langford* (10,600 ft.), *Stevenson* (10,300 ft.), *Atkins* (10,900 ft.), *Schurz* (10,900 ft.), *Eagle Peak* (10,800 ft.), and *Table* (10,800 ft.). Nearly due S., considerably to the right of those just mentioned, are the **Red Mts.**, culminating in *Mts. Sheridan* (10,250 ft.) and *Hancock* (10,100 ft.). The numerous islands in the lake also enter pleasantly into the view.

Boats (50 c. per hour) may be hired for excursions, and the fishing is excellent, the trout being large and voracious (use of fishing-tackle 25 c. a day). — The bears in the adjoining forest are almost as tame as those mentioned at p. 485.

Near the Yellowstone Lake ends the E. approach to the Park, which begins at *Cody* (comp. pp. 481, 486), 35 M. beyond the boundary of the Forest Reserve, through which and through the Park it runs for 60 M. to this point. The scenery on this route, particularly in *Sylvan Pass* and along the *Shoshone River*, is very grand.

e. From Yellowstone Lake to the Grand Cañon.

17 M. Stage in $3^1/_2$ hrs.

The road leads to the N. and N.W., following the left bank of the *Yellowstone River*. About $7^1/_2$ M. from the hotel, to the left, is the ***Mud Caldron** or **Volcano**, one of the weirdest and most extraordinary sights in the Park. It consists of a circular crater about 30 ft. deep, the bottom of which is filled with boiling mud, constantly rising in pasty bubblings, interspersed with more violent eruptions. The horrible appearance of the muddy pulsations and the groaning

sounds which accompany them suggest an entrance to Inferno, with the spirits of the damned making abortive efforts to escape. — The road here enters *Hayden Valley*, a broad open tract along the Yellowstone. At *Trout Creek*, 2 M. farther on, a branch-road or loop diverges for the *Sulphur Mt.*, or the *Crater Hills* (150 ft.), where large amounts of sulphur have been deposited by the various vents. The large boiling spring, at the foot of the highest hill, is strongly impregnated with sulphur, and its fumes are very disagreeable. To the left are several small mud-springs. We rejoin the main road near (3½ M.) *Alum Creek*, about 2½ M. beyond which we arrive at the head of the rapids of the Yellowstone, just above the Upper Falls. To the right here is a new concrete and steel bridge, crossing the river and giving access to Artist's Point (p. 490). Our road continues in a straight direction, crosses a wooden bridge, and passes close to the *Upper Falls* (p. 490). In ¼ M. more we reach the junction of the cross-road to (11 M.) *Norris* (see p. 484), then cross *Cascade Creek* on a steel arch bridge of 250 ft. span, and ascend the hill, with a capital view of the *Grand Cañon*, to the —

***Grand Cañon Hotel** (7710 ft.), which is finely situated on an elevated plateau, about ¼ M. from the river and the upper end of the cañon. It is a pleasant point for a stay of a few days, as the attractions of the cañon demand repeated visits, while good fishing may be enjoyed in the river above and below the falls.

The ****Grand Cañon of the Yellowstone**, in some ways the most marvellous and indubitably the most beautiful of the wonders of the Yellowstone, extends from the Great Falls (p. 490) to a point near the E. Fork, a distance of about 20 M. Its depth is from 600 to 1200 ft., and its width at the top varies from about 300 yds. to 1500 yds. The upper part of the cañon, where it is at its deepest and narrowest, is also the scene of its most gorgeous colouring, the tints of the enclosing cliffs including the most brilliant shades of red, orange, yellow, and purple, 'as if a rainbow had fallen from the sky and been shattered on the rocks'. The formation of the crags and cliffs is exceedingly bold and picturesque. Far below flows the river, a thread of the most exquisite green. The margins of the cañon are fringed with dark-green pines.

Visitors should follow the good road which leads to the S.E. from the hotel across the grass (comp. map of cañon in hotel), enters the wood, and leads to the brink of the cañon, which we reach near '**Look-out Point**, affording one of the finest views of it. To the W. appear the *Lower Falls* (p. 490), at the head of the cañon. [The *Red Rock*, below Look-out Point, reached by a steep but safe trail, also affords a good view of the falls.] We now follow the road along the edge of the cañon towards the left (E.), passing various good points of view. A small geyser may be observed sending up its column of steam far below on the side of the chasm, and a quick eye will easily detect some eagles' nests on the inaccessible peaks of the pinnacles of rock below us. In about 2 M. we reach ***Inspiration Point** (1000 ft. above the river), which commands a splendid view of the gorgeous colours of the upper part of the cañon (afternoon-light the best) and of the more sombre hues of the pine-clad Lower Cañon. This is the limit of the road in this direction and we may now retrace our steps.

[Those who do not care to walk both ways can ride or drive to Inspiration Point and Look-out Point.]

The ****Great or Lower Falls of the Yellowstone**, as striking, though not so high, as the famous falls of the Yosemite (p. 578), plunge from a height of 310 ft. into the abyss of the chasm. The river suddenly contracts here from a width of 250 ft. to 75 ft. The falls are reached from the hotel in 10-20 min. either by a direct trail (steep), or by an easy trail diverging from the road at the bridge over the Cascade Falls (p. 489). The platform at the head of the falls commands a fine view of the cañon, with Look-out Point conspicuous to the left (Inspiration Point concealed). — To reach the ***Upper Falls**, which are 1/2 M. farther up and about 110 ft. high, we cross the above-mentioned bridge, follow the road for a few minutes more, cross a second bridge (to the left), and then follow the road through the wood. The rapids above the Upper Falls are picturesque; the stretch of water between the two falls is to all appearance calm and sluggish, though the current is really very rapid. — Some good views are also obtained from the opposite side of the cañon, which may be reached by the new bridge mentioned at p. 489. One of the grandest is that from *Artist's Point*, near where Thomas Moran painted the picture of the Yellowstone, now in the Capitol at Washington.

Ascent of *Mt. Washburn*, see below.

f. From the Grand Cañon to Tower Falls.

20 M. Stage in 5 hrs., including stop at the summit of Mt. Washburn.

This is a remarkable mountain drive, presenting grand scenery of a character entirely different from that passed through in other parts of the circuit of the Park. From the hotel the road ascends gradually along the wooded S. slope of Mt. Washburn, affording beautiful views and traversing vast fields of wild flowers. At (7 M.) *Dunraven Pass* (8865 ft.) the road divides, the main and nearly level branch leading straight on through the pass and along the W. flank of the mountain. We, however, take the branch to the right, which ascends in many steep zigzags and windings, to (3 M.) the top of **Mt. Washburn** (10,345 ft.), about 1500 ft. above Dunraven Pass. The splendid *View from this point includes a large part of the Park, Yellowstone Lake, the Teton Mts., Cinnabar Mt., and the Absaroka and Gallatin ranges. Mt. Washburn was one of the craters which threw out the material which now composes the Park plateau, and its outlines can be traced to the W. of the summit, on the watershed of Tower Creek. — From the top the road descends the slope to (3 M.) the point of junction with the main road (see above; 4 M. from the point of divergence). It then continues the descent to (6 M.) *Tower Creek*, which we cross near the ***Tower Falls** (110 ft. in height), perhaps the most beautiful in the Park. They are not, however, visible from the road. About 1/2 M. farther on the road passes under an overhanging cliff on the left (200 ft.), while on the right we look down into the chasm of the Yellowstone, 500 ft. deep. Above the bed of the river rises the *Needle*, a vertical column of rock, 360 ft. high. Just beyond this is the site of the new **Tower Falls Hotel**, which is to be open for visitors in 1904 or 1905.

When this hotel is ready, it will be an excellent centre for excursions and fishing. Among the points of interest are the *Petrified Forests*, *Lost Creek Cañon* and *Falls*, *Lamar River Cañon*, *Soda Butte*, and *Death Gulch*.

To the E., among the Absaroka Mts. (p. 490), is the region known as **Hoodoo** or **Goblin Land**, where the extraordinarily grotesque forms of the rocks and crags will repay the lover of the marvellous who is prepared for a somewhat rough and trying expedition.

The region about the Tower Falls Hotel is known popularly as '*Yancey's*', from John Yancey, who died in 1903, after many years here as the landlord of a rude hotel.

g. From Tower Falls to Mammoth Hot Springs.

22 M. Stage in about 4 hrs.

The road at first ascends to the N.W., passing, after 3½ M., the road leading to the right to *Baronette Bridge*, over the Yellowstone. It then turns to the left (W.), passes near Yancey's Inn (see above), ascends through *Crescent Hill Cañon* and reaches (5 M.) a high plateau. Thence it descends gradually to (12 M.) the high steel-arched bridge over the Middle Gardiner river, and 1½ M. farther on reaches the end of the round of the Park at *Mammoth Hot Springs* (p. 482).

85. From Chicago to Council Bluffs and Omaha.

a. Viâ Chicago, Milwaukee, and St. Paul Railway.

492 M. Railway in 14-15 hrs. (fare $ 12.75; sleeper $ 2.50). — This forms part of the *Western Midland Route* to California (through-cars from Chicago to San Francisco and Los Angeles).

Chicago (Canal St. Station), see p. 346. The line runs towards the W. through a farming district. 31 M. *Elgin* (700 ft.; Fosgate, $ 2-2½), a busy city of 22,433 inhab. on the *Fox River*, with large watch and other factories. From (80 M.) *Davis Junction* a line runs to the N. to (13 M.) *Rockford* (p. 463). — 138 M. **Savanna** (570 ft.; *Savanna Ho.*, *Radke Ho.*, $ 2), on the E. bank of the *Mississippi*, is the junction of lines running N. to *Dubuque* (p. 363) and S. to *Rock Island* (p. 493). Our line here crosses the river to (141 M.) *Sabula* and enters *Iowa* (p. 494). 174 M. *Delmar Junction* (810 ft.); 193 M. *Oxford Junction* (720 ft.); 228 M. *Marion*, the junction of a line to Cedar Rapids (p. 493) and Kansas City (p. 507); 282 M. *Tama City*. From (348 M.) *Madrid* and from (378 M.) *Herndon* lines run to Des Moines (p. 494), while another line runs to the N. from Herndon to *Lakes Okoboj* and (125 M.) *Spirit Lake*, frequented summer-resorts. 395 M. *Coon Rapids*; 427 M. *Manilla*, junction of a line to Sioux City (p. 375); 468 M. *Neola*.

488 M. **Council Bluffs** (980 ft.; *Grand Hotel*, $ 2½-4, R. from $ 1), a flourishing city of (1900) 25,802 inhab., at the foot of the bluffs of the *Missouri*, 2½ M. to the E. of the river, owes its prosperity mainly to the fact that it is the principal E. terminus of the great Union Pacific Railway (see R. 87) and the converging point of the E. railways connecting with it. Many of the public buildings are large and substantial. *Fairmount Park* is prettily laid out and commands fine views. Council Bluffs is connected with Omaha by two railway-bridges and a road-bridge.

Our train now runs into the (489½ M.) *Union Pacific Transfer Station* and then crosses the Missouri by a substantial **Iron Bridge*, more than ½ M. long, erected at a cost of $1,000,000.

492 M. **Omaha** (1030 ft.; *Paxton Ho.*, from $ 2½, R. from $ 1; *Millard*, from $ 2, R. from $ 1; *Murray*, $ 2-3; *Dellone*, $ 2-3; *Merchants'*, $ 2-3), the largest city in *Nebraska* ('Antelope State') and on the Missouri, with (1900) 102,555 inhab., is situated on a plateau sloping up from the W. bank of the river. The business-streets adjoin the river, while the pleasant residence-quarters occupy the high ground. Among the more important buildings are the *Federal Building*, the *Coliseum* (a convention-hall with 12,000 seats), the *High School* (fine view from the lofty tower), the *Burlington Railway Station*, the *New High School*, the *County Court House*, the *Exposition Building*, the *City Hall*, the *Omaha Club*, the *Board of Trade*, the *Post Office*, several *Churches*, and the offices of the *Omaha Bee* and the *New York Life Insurance Co.* — The *Public Library* contains 80,000 vols. and the Byron Reed collection of arts and curios. — The **Art Collection of Mr. G. W. Lininger*, cor. of 18th and Davenport Sts. (reached by Dodge St. cars to 18th St.; open on Thurs. & Sun., to strangers at other times also), includes paintings by Fra Angelico, Guido Reni, Guercino, Del Sarto, Solimena, Giordano, Rembrandt, Zurbaran, and many modern masters. — On the N. side of the city was the site of the great *Trans-Mississippi International Exposition* (1898), some of the handsome structures of which have been permanently retained.

Omaha (the 'Gate City') owes its commercial importance to its position as one of the chief gateways to the West and has grown rapidly since its foundation in 1854. Its industries include smelting, brewing, distilling, meat-packing (excelled only by Chicago and Kansas City), machine-shops, and the making of bricks and steam-engines. The total value of their products in 1900 (including S. Omaha) was $ 113,000,000. At (4 M.) *South Omaha* (26,000 inhab.) are the immense stock-yards and packing houses. It is a railway-centre of great importance, being practically the E. terminus of the Union Pacific Railway and in more or less direct communication with all the chief cities of the E. and S.

Fort Omaha, 4 M. to the N., is the headquarters of the military department of the Missouri.

From Omaha to *Portland*, see R. 88; to *Denver*, see R. 86.

b. Viâ Chicago and North-Western Railway.

493 M. Railway in 13-16 hrs. (fares as above). — Through-cars run to California by this line also.

Chicago (Wells St. Station), see p. 346. This line follows nearly the same general direction as that above described. Few of the stations are of great importance. Beyond (98 M.) *Dixon* (720 ft.) we follow the *Rock River* to (109 M.) *Sterling*, a small manufacturing city (6309 inhab.), with good water-power. — From (135 M.) *Fulton Junction*, on the E. bank of the *Mississippi*, lines run N. to *Savanna* (p. 491) and *Dubuque* (p. 363) and S. to *Rock Island* (p. 493). We cross the river by a fine *Iron Bridge*, ¾ M. long, enter *Iowa*,

and reach (138 M.) **Clinton** (725 ft.; *Windsor, Revere Ho.*, $ 2), a prosperous city with (1900) 22,698 inhab. and extensive lumber-mills. — 173 M. *Wheatland.* — 219 M. **Cedar Rapids** (745 ft.; *Grand*, $ 2-4; *Delavan*, from $ 2½; *National*), a city of (1900) 25,656 inhab., on *Red Cedar River*, is an important railway-centre (comp. pp. 365, 491), carries on an extensive trade, and contains large pork-packing establishments and several manufactories.

At *Amana*, 20 M. to the S.W. of Cedar Rapids, is situated the largest and most prosperous Communistic settlement in the country, consisting of 1800 Germans, styling themselves 'Inspirationists'. They have saw and grist-mills, produce woolen and cotton fabrics, cultivate 25,000 acres of land, and keep flocks and herds. All their profits are shared. In their four churches under one roof are held quaint religious services.

244 M. *Belle Plaine;* 270 M. *Tama;* 326 M. *Ames*, the junction of a line to (37 M.) *Des Moines* (p. 494). Beyond (340 M.) *Boone* (1155 ft.) we descend rapidly into the valley of the *Des Moines River* and the scenery becomes more interesting. We cross the river near (345 M.) *Moingona.* Farther on we again traverse a rich prairie district. 363 M. *Grand Junction.* At (400 M.) *Maple River Junction* we bend to the left (S.). 406 M. *Arcadia* (1440 ft.; 870 above Lake Michigan) is said to be the highest point in the level state of Iowa. Beyond (424 M.) *Denison* we pass through the pretty *Boyer Valley.* Beyond (467 M.) *Missouri Valley* (1020 ft.), the junction of a line from *Sioux City* (p. 375), we have good views of the *Missouri* and its bluffs.

489 M. *Council Bluffs*, and thence to —

493 M. **Omaha,** see R. 85 a.

c. Viâ Chicago, Rock Island, and Pacific Railway.

503 M. Railway in 14-20 hrs. (fares as above).

Chicago (Van Buren St. Station), see p. 346. The train runs at first to the W.S.W. through a great prairie region, which offers comparatively little of interest to the stranger, except the sight of the growing wheat. — 40 M. **Joliet** (540 ft.; *Munroe, Palmer, St. Nicholas*, $ 2), an agricultural and industrial centre with 29,353 inhab., on the *Des Plaines River*, is the terminus of the *Illinois and Michigan Canal* and the seat of the *Illinois State Penitentiary.* In front of the *Public Library* is a statue of *Louis Joliet* (1645-1700), the French explorer, by S. Asbjornsen. The immense plant of the *Illinois Steel Co.* covers 186 acres and is the centre of probably the most extensive manufacture of barbed wire in the world. In the vicinity are large limestone quarries, employing 3000 men. — 84 M. *Ottawa* (10,600 inhab.); 99 M. *La Salle* (10,450 inhab.); 159 M. *Geneseo.*

181 M. **Rock Island** (470 ft.; *Harper Ho.*, $ 2-3; *Rock Island Ho.*, $ 2; *Rail. Restaurant*), an important railway-centre and industrial town of 19,493 inhab., on the E. bank of the *Mississippi.* It lies at the foot of the *Moline Rapids*, which afford good water-power. The island in the river from which it takes its name, 970 acres in area, is occupied by a large **United States Arsenal.*

From Rock Island the train crosses the *Mississippi*, by a fine bridge, enters *Iowa* (the 'Hawkeye State'), and reaches (183 M.) **Davenport** (580 ft.; *Kimball Ho., St. James*, $ 2-3), the third city of Iowa, with (1900) 35,254 inhab., an important trade in grain and coal, and numerous manufactories. It is well situated on the slopes of a bluff rising from the river and contains many handsome and substantial buildings. It is also the junction of a line to *Kansas City* (p. 507). — At (222 M.) *West Liberty* (665 ft.) we intersect the railway from Burlington to Minneapolis (p. 367). — 237 M. **Iowa City** (670 ft.; *Burkley Imperial*, $ 2-3; *O'Reilly Ho.*, $ 2; *St. James*, $ 2), a city of (1900) 7987 inhab., on the *Iowa River*, with various manufactories, is the seat of the *State University* and the *State Historical Library* (15,000 vols.). — 303 M. *Grinnell;* 335 M. *Colfax* (750 ft.), with mineral springs.

358 M. **Des Moines** (800 ft.; *Savery*, $ 3-4½, R. $ 1½-3½; *Kirkwood*, $ 2½-3½, R. from $ 1; *Victoria*, R. $ 1-2), the capital of Iowa, is a city of (1900) 62,139 inhab., situated at the confluence of the *Des Moines* and *Raccoon Rivers*, at the head of navigation of the former. It is an important railway-centre and carries on a considerable trade and several manufactures (value of products in 1900, $ 10,488,000). Among the chief buildings are the new *State Capitol* (erected at a cost of $ 3,000,000; almost destroyed by a fire early in 1904, and being rebuilt), the *Post Office*, the *City Hall*, the *Grand Opera House*, *Drake University* (1200 students), and the *State Library* (50,000 vols.). — The train continues to run towards the W. Beyond (479 M.) *Neola* we descend to the level of the *Missouri*.

499 M. *Council Bluffs*, and thence to —

503 M. **Omaha,** see R. 85 a.

d. Viâ Chicago, Burlington, and Quincy Railroad.

500 M. Railway in 14-17 hrs. (fares as above).

Chicago (Canal St. Station), see p. 346. The line runs at first towards the S.W., through a rich farming district similar to those mentioned above.

37 M. *Aurora* (p. 364); 83 M. *Mendota* (750 ft.); 163 M. *Galesburg* (790 ft.; Union, Brown's, from $ 2; Arlington), a city of 18,607 inhab., with two flourishing colleges, various industries, and a trade in agricultural produce. — From (205 M.) *Carthage Junction* the train crosses the *Mississippi* to —

206 M. **Burlington** (525 ft.; *Delano*, $ 2-3½; *Union*, $ 2), the seventh city of Iowa, with (1900) 23,201 inhab. and a considerable trade by river and railway. The city is regularly laid out, with the business-quarters on the river bottom and the residence-quarters on the bluffs above. The *Burlington Institute*, the *Free Public Library* (35,000 vols.), and the *County Court House* are among the chief buildings. — The line now ascends towards the W. 233 M. *Mt. Pleа-*

sant (725 ft.), with two Methodist colleges and a large Insane Asylum; 280 M. *Ottumwa* (630 ft.), on the *Des Moines*, with (1900) 18,197 inhab. and considerable trade and industry; 304 M. *Albia* (945 ft.), the junction of a line to (68 M.) *Des Moines* (p. 494); 360 M. *Osceola* (1125 ft.). Beyond (393 M.) *Creston* (1250 ft.) the line descends towards the Missouri Bottom. 444 M. *Red Oak* (1030 ft.), the junction of a line to (52 M.) *Nebraska City*; 479 M. *Pacific Junction* (960 ft.).

496 M. *Council Bluffs* and thence to —

500 M. **Omaha**, see R. 85a.

e. Viâ Illinois Central Railroad.

516 M. Railway in 14 hrs. (fares as above).

Chicago (Central Station), see p. 346. This line, running nearly due W., passes through the N. portions of Illinois and Iowa. From (114 M.) *Freeport*, branch-railways run to (66 M.) *Dodgeville* and to (62 M.) *Madison* (p. 362). Between (165 M.) *Galena* and (183 M.) *Dubuque* we cross the *Mississippi*. From (230 M.) *Manchester* a branch-line runs to (42 M.) *Cedar Rapids* (p. 493); and from (276 M.) *Waterloo* another leads to (106 M.) *Albert Lea* (p. 363). At (375 M.) *Fort Dodge* (12,162 inhab.; Duncombe, Logan, $ 2), a thriving town, the railway divides, the N. portion leading to (451 M.) *Cherokee*, where it again divides for (510 M.) *Sioux City* and for (547 M.) *Sioux Falls*. From Fort Dodge there is also a branch-line N. to *Albert Lea* (p. 363). The main line bends to the S.W. to (512 M.) *Council Bluffs* and (516 M.) *Omaha* (p. 492).

86. From Omaha to Denver.

a. Viâ Chicago, Burlington, and Quincy Railroad.

538 M. Railway in 15 hrs. (fare $ 17; sleeper $ 3.50). Through-cars from Chicago.

Omaha, see p. 492. The line runs towards the S.W. and crosses the *Platte River*. — 31 M. *Ashland*.

55 M. **Lincoln** *(Lincoln, Lindell*, $ 2-3½; *Windsor*, $ 2; *Capitol*, $ 2; *Grand)*, the capital of *Nebraska* and second city in the state with (1900) 40,169 inhab., is an important railway, industrial, and commercial centre. Among the chief buildings are the *Capitol*, the *State Insane Asylum*, the *Penitentiary*, the *University of Nebraska* (2250 students), and several other educational institutions.

From Lincoln to Billings, 838 M., railway *(Burlington Route)* in 29 hrs. This line is an important through-route for passengers for the Yellowstone Park and the Pacific Coast. We first traverse a farming region, passing numerous small stations. — From (472 M.) *Edgemont* (4450 ft.) a branch line diverges to (107 M.) **Deadwood** (4540 ft.; *Franklin*, $ 2-3½; *Bullock*, $ 2-3; *Mansion*, R. $ 1½), the chief town (3498 inhab.) in the important mining district of the *Black Hills*, in S. Dakota. This branch also leads to (29 M.) **Hot Springs** (3450 ft.; *The Evans*, from $ 3; *Gillespie*, from $ 2), the water of which (98° Fahr.) is beneficial for rheumatism and cutaneous and stomachic diseases. There is a large Soldiers' Home here. — Beyond Edgemont the Billings line traverses a grazing country. Not far from (584 M.) *Minturn*,

on the *Belle Fourche River*, is the curious *Devil's Tower* or *Bear Lodge*, a natural obelisk of columnar basaltic rock, 1200 ft. high and tapering from a diameter of 800 ft. at the bottom to 375 ft. at the top. It is supposed to be the neck or plug of an extinct volcano, of which the crater has been removed by erosion. — 694 M. *Sheridan.* From (767 M.) *Crow Agency* we may visit (2½ M.) the scene of the Custer Massacre (p. 472), now a national cemetery. — From (793 M.) *Toluca* a branch-line runs to (129 M.) *Cody*, the nearest railway-station for the E. road into *Yellowstone Park* (see pp. 481, 488). At (838 M.) *Billings* we join the Northern Pacific Railway (p. 472).

108 M. *Fairmont;* 152 M. *Hastings*, with 7188 inhab.; 206 M. *Holdrege*, the junction for the line to Cheyenne (p. 497); 229 M. *Oxford*, on the *Republican*, the junction of the line from St. Louis (p. 389). At (283 M.) *McCook* the time changes to the 'Mountain' standard (p. xviii). The country is now less thickly settled. We enter *Colorado* (p. 512) at (356 M.) *Haigler.* 426 M. *Akron.* At (474 M.) *Corona* we have our first glimpse of Pike's Peak (p. 530) and the Rocky Mts. Farther on Long's Peak (p. 515) is prominent to the N. — In approaching Denver we pass the large smelting-works of *Argo* (p. 514).

538 M. **Denver,** see p. 513.

b. Viâ Chicago, Rock Island, and Pacific Railway.

580 M. Railway in 15-18 hrs. (fares as above). — This is part of the *Western Midland Route* to California (comp. p. 491).

Omaha, see p. 492. The route is much the same as that above described. — 58 M. *Lincoln*, see p. 495. 116 M. *Fairbury.* At (149 M.) *Belleville* we are joined by the line from Kansas City (p. 507). Mountain time is reached at (244 M.) *Phillipsburg*, and *Colorado* (p. 512) is entered at (383 M.) *Goodland.* 490 M. *Limon* is the junction of the line to Colorado Springs (p. 528).

580 M. **Denver,** see p. 513.

c. Viâ Union Pacific Railroad.

572 M. Railway in 14 hrs. (fares as above).

From Omaha to (375 M.) *Julesburg*, see R. 87. Our train here diverges to the left from the main line to Ogden and Portland and follows the course of the *Platte River.* 432 M. *Sterling* (3920 ft.); 526 M. *La Salle* (4660 ft.).

572 M. **Denver,** see p. 513.

87. From Council Bluffs and Omaha to San Francisco.

1795 M. Union Pacific Railroad to (1003 M.) Ogden in 29-34 hrs. and Southern Pacific Railway thence to (1795 M.) San Francisco in 27 hrs. (through-fare $ 50; sleeper $ 11.50). Through-carriages (with baths, barber's shop, etc.) and dining-cars (meals *à la carte*) are attached to the two daily trains, the 'Overland Limited' and the 'California Express', while the former also includes an observation-car and the latter a tourist-car. The 'Overland Limited' connects at Oakland with a Pullman sleeper for Los Angeles by the Coast Line (see p. 556). Passengers from New York to San Francisco by this route (in about 4 days; fare $ 80) change carriages at Chicago.

The opening of the Union Pacific and Central Pacific Railways (the latter now absorbed in the Southern Pacific system) in 1869 completed the

first railway route from the Atlantic to the Pacific. The undertaking was performed with the aid of large subsidies in money and land from the U. S. Government. Though the Rockies and several other mountain-ranges are crossed, the gradients are seldom severer than 1:50, and no tunnels were necessary except in Utah and across the Sierra Nevada.

Council Bluffs and *Omaha*, see pp. 491, 492. The train at first traverses the manufacturing suburbs of Omaha. Beyond (31 M.) *Elkhorn* (1165 ft.) we run along the left bank of the *Platte River*, through a farming and prairie district. At (49 M.) *Fremont* (1190 ft.) we are joined by a line from *Sioux City* (p. 375). 94 M. *Columbus* (1440 ft.), the junction of lines to *Sioux City* and other points. Our train crosses the *Loup Fork* and enters upon an absolutely straight stretch of track 40 M. in length. 156 M. *Grand Island* (1860 ft.), a railway-centre of some importance; 199 M. *Kearney* (2145 ft.); 234 M. *Lexington* (2385 ft.). At (294 M.) *North Platte* (2795 ft.; 3640 inhab.) we cross the *North Platte River* and pass from 'Central' to 'Mountain' time (p. xviii). — At (375 M.) *Julesburg* (3455 ft.), the junction of the direct line to *Denver* (see R. 86 c), the line dips into *Colorado* but returns almost at once to Nebraska. We now quit the Platte River, which we have followed for about 350 M.

Near (417 M.) *Sidney* (4090 ft.) the train passes from the farming district of Nebraska into the grazing district, in which immense herds of cattle are reared. Between (468 M.) *Bushnell* and (476 M.) *Pine Bluffs* we enter *Wyoming*, called the 'Equality State' because its men and women have equal voting rights. — 519 M. **Cheyenne** (pron. Shyénn; 6050 ft.; *Inter-Ocean Hotel*, $ 3-4; *Metropolitan*, $ 2), the capital of *Wyoming* (p. 482), with 14,087 inhab., is the junction of the Denver Pacific branch of the U. P. System (from Kansas City and Denver; comp. p. 517). It is one of the chief centres of the cattle industry of the N.W. Fort Russell lies 4 M. to the N. of Cheyenne. — The snow-clad peaks of the *Rocky Mts.* now come into sight on the left, including *Long's Peak* (p. 515) and the distant *Spanish Peaks* (p. 532). To the N. (right) are the *Black Hills*. The train ascends rapidly, passing (538 M.) *Granite Cañon* (7310 ft.), tunnels through *Sherman Hill*, and at (552 M.) *Sherman* (8000 ft.) reaches the culminating point of the line, where we cross the main ridge of the **Rocky Mts.**, the great 'Continental Divide'. To the left is the *Ames Monument*, 65 ft. high, erected to Oakes and Oliver Ames, to whom the completion of the U. P. Railway was mainly due. To the left may be descried *Pike's Peak* (p. 530), 165 M. off. To the right are the *Red Buttes*. — 576 M. **Laramie** (7150 ft.; *The Thornburg* or *Railway Hotel*, $ 4; *Johnson*, *Phillips*, *Kuster*, each $ 2), a city of 8207 inhab., lies on the *Big Laramie River*, in the midst of the so-called *Laramie Plains*, one of the best grazing districts in the United States. It is a wool-market of considerable importance.

In summer stages ply from Laramie to **North Park**, which lies about 60 M. to the S. North Park is one of the great natural parks of Colorado, which consist of large elevated plains or upland valleys surrounded by lofty mountains. They offer considerable attractions to the adventur-

ous traveller and to the sportsman in search of large game, but are somewhat beyond the range of the ordinary tourist. North Park has an area of 2000-2500 sq. M., with a mean elevation of 8-9000 ft. It may also be reached from Denver viâ *Fort Collins* (see p. 515). The other natural parks of Colorado are *Middle Park* (p. 515), *Estes Park* (p. 515), *South Park* (p. 516), and *San Luis Park* (p. 532).

Beyond Laramie the train continues to descend through rugged hilly scenery. To the right rises *Laramie Peak* (9000 ft.), to the left *Elk Mt.* (11,510 ft.), the N. outpost of the *Medicine Bow Mts.* 615 M. *Rock River* (6700 ft.; Rail. Restaurant); 637 M. *Allen* (6815 ft.); 653 M. *Hanna* (6790 ft.). Beyond (678 M.) *Fort Steele* (6505 ft.) we cross the *North Platte*, which re-appears here, 300 M. from the point we last saw it (see p. 497). We now begin to ascend again. 693 M. *Rawlins* (6745 ft.). We now cross another (725 M.) '*Continental Divide*' (7100 ft.), beyond which the train descends to the plains. 787 M. *Point of Rocks* (6505 ft.). At (827 M.) *Green River* (6080 ft.) we cross the river of that name, and the scenery again improves. The construction of the line between Green River and (840 M.) *Bryan* (6185 ft.) deserves attention.

857 M. **Granger** (6280 ft.) is the point at which the Portland line *(Oregon Short Line)* diverges to the right from the main San Francisco line (see p. 503). The main line continues to run towards the W. through a somewhat monotonous country. Good views of the snow-clad *Uintah Mts.* to the left. 886 M. *Carter* (6510 ft.). Beyond (901 M.) *Leroy* (6700 ft.) we pierce *Aspen Ridge*, one of the E. foothills of the **Wahsatch Mountains,** by a tunnel 1970 yds. long. 927 M. *Evanston* (6760 ft.). About 8 M. farther on we enter *Utah* (called by the Mormons 'Deseret'). The *Utah Enclosed Basin*, which we now traverse, is remarkable for the fact that its waters have no outlet to the sea, but flow into salt lakes which in summer get rid of their surplus by evaporation. At (947 M.) *Castle Rock* (6240 ft.), where an observation car is attached to the train, we enter the wild ***Echo Canon**, with its wonderful rock and mountain scenery. We emerge from this near (963 M.) *Echo* (5470 ft.), and a little farther on reach the ***Weber Cañon,** wider and less confined than Echo Cañon, but in its way equally imposing. Tunnels. Beyond (986 M.) *Peterson* (4895 ft.) we descend into the *Valley of Salt Lake.*

1003 M. **Ogden** (4300 ft.; *Reed Ho.*, $2-3; *Dépôt Hotel*, with rail. restaurant, $3, meals 75 c.; *Broom House*, $1½-2), the W. terminus of the Union Pacific R. R. and the E. terminus of this section of the Southern Pacific R. R., is a prosperous industrial city of (1900) 16,313 inhab., situated on a lofty plateau surrounded by mountains. It is also the terminus of the *Rio Grande Western Railway* (see R. 94a). *Salt Lake City* lies 37 M. to the S. (see p. 539).

From Ogden to Pocatello, 184 M., *Oregon Short Line* in 5 hrs. — The line runs to the N., affording views of *Salt Lake* (p. 542) to the left. Beyond (9 M.) *Utah Hot Springs*, at the base of the *Wahsatch Mts.*, we see to the right some fine crag scenery with curious conical peaks.

From (14 M.) *Willard* a visit may be paid to the (3 M.) *Willard Falls* and *Cañon*. Beyond this point the ancient bench-marks on the mountains are very conspicuous. Between (21 M.) *Brigham* and (30 M.) *Honeyville* we cross a small shallow lake. Farther on the scenery is imposing, with the deep **Bear River Cañon* to the left, while the rocky hills tower above us to the right. We cross two lateral gorges on trestles. On the other side of the cañon is an irrigating canal, a fine piece of engineering, tunnelled at several points through the rock. 49 M. *Cache Junction;* 71 M. *Dayton;* 111 M. *McCammon.* — 134 M. **Pocatello,** see p. 503.

Visitors may bathe in *Salt Lake* (see p. 542) by going by railway from Ogden to (15 M.) *Syracuse Beach*, a pleasant little lake-resort. — Another favourite point is the **Ogden River Cañon* (a drive of ½ hr.).

To the W. of Ogden we continue our journey by the *Southern Pacific Railroad*, which formerly was carried around the N. end of *Salt Lake*, but now crosses that sheet of water, nearly in the middle, on a trestle 23 M. long, almost all of which is to be filled in with solid earthwork. By the construction of this so-called 'Ogden-Lucin Cut-off', which has already cost $ 4,500,000 (900,000 *l.*), the railway has been shortened by 44 M., and improved by the consequent elimination of curves and grades. Farther to the W., more than 360 M. of the original road-bed of the Central Pacific Railroad have been abandoned. By all this colossal work the time of the transcontinental journey will be reduced by about 7 hrs.

1108 M. *Lucin* is the end of the cut-off. To the S.W. rises *Pilot Peak* (10,900 ft.). Just before reaching (1120 M.) *Tecoma* (4810 ft.) we enter *Nevada* ('Sage Brush State'), the boundary being marked by a stone monument. At (1156 M.) *Pequop* (6185 ft.) we cross the ridge of the *Pequop Mts.* We then descend into *Independence Valley* and re-ascend to (1173 M.) *Moor* (6165 ft.), in *Cedar Pass.* 1181 M. *Wells* (5630 ft.), with several springs, to some of which no bottom has been found; 1213 M. *Halleck* (5230 ft.); 1235 M. *Elko* (5065 ft.; Rail. Restaurant). *Elko Mt.* is seen first to the right and then to the left. Piute Indians now begin to show themselves at the stations, dickering for their baskets, moss-agates in tiny bottles, and other odd wares. 1261 M. *Carlin* (4905 ft.). 1270 M. *Palisade* (4840 ft.), in a small cañon, is the junction of a narrow-gauge line to (80 M.) *Eureka*, in a rich mining district. Farther on we cross the *Humboldt River*, and follow it for some time. To the N. are the *Cortez Mts.* 1321 M. *Battle Mountain* (4510 ft.); 1381 M. *Winnemucca* (4330 ft.). To the N. are the *Santa Rosa Mts.* 1421 M. *Humboldt* (4235 ft.), a tiny oasis in the desert. A little farther on we again cross the Humboldt River, which flows into the *Humboldt* or *Carson Sink*, to the S. of the line. — 1482 M. *White Plains* (3895 ft.), the lowest point on the line for 1300 M.; 1497 M. *Hot Springs* (4070 ft.). — At (1508 M.) *Wadsworth* (4085 ft.) we begin the long ascent to the ridge of the Sierra Nevada, following the *Truckee River*, which we cross nine times before arriving at Reno. The scenery becomes picturesque. Numerous snow-sheds are passed. — 1543 M. **Reno** (4500 ft.; *Riverside*, $ 2½; *Arcade*, $ 1½), a busy little town of 4500 inhab., with the State University of Nevada (400 students), flour-mills, and smelting-mills.

From Reno to Virginia City, 52 M., railway in 3 hrs. The chief intermediate station is (31 M.) **Carson** (*Arlington*, $2), the capital of Nevada, a small city of 2100 inhabitants. Stages run hence daily (fare $2) to (15 M.) *Glenbrook*, on *Lake Tahoe* (see below).

52 M. **Virginia City** (6205 ft.; *International*, $2½-3), a silver-mining city of 2695 inhab., will well repay a visit to all who are interested in mining. The famous *Comstock Lode* has produced (since 1859) gold and silver to the amount of $ 500,000,000 (100,000,000 *l.*). The *Sutro Tunnel*, which drained the lode, is nearly 4 M. long and cost $4,500,000. About six years ago the mine was abandoned and submerged, but efforts are now being made to pump it out again. *Mt. Davidson* (7825 ft.) commands an extensive view. — Tourists may leave Reno in the morning, spend the greater part of the day at Virginia City, return for the night to Carson, drive to *Glenbrook* (see below) next day, cross Lake Tahoe to *Tahoe* (see below), and go thence by train to (15 M.) *Truckee* (see below).

Beyond Reno the train enters *California* ('El Dorado State'). 1578 M. *Truckee* (5820 ft.).

From Truckee to Tahoe, 15 M., railway in 1 hr. (return-fare, including steamer-circuit of Lake Tahoe, $5). — The narrow-gauge line runs through the picturesque *Truckee River Cañon*. 11 M. *Deer Park*, for (2½ M.) *Deer Park Springs* (Hotel, $ 2½-3). — 15 M. **Tahoe** (*Tahoe Tavern*, with room for 250 guests, $ 3½) lies on the W. bank of the beautiful ***Lake Tahoe** (6700 ft.), which is 22 M. long, 10 M. wide, and 1500 ft. deep. Its clear, ice-cold water never freezes, although surrounded by snow-clad mountains. It is one of the most attractive scenic features of California, and well worthy of a visit. — A small steamer, plying in connection with the trains, makes the round of the lake (8 hrs.), calling at *McKinney's* (Hotel, $ 10-15 per week), *Rubicon Park* ($ 2), *Tallac* (*Tallac Hotel, from $ 2½), *Glenbrook* (Lake Shore House), *Brockway* (Hotel, from $ 2½), and other points.

About 3 M. to the W. of Truckee is the pretty *Lake Donner*, the name of which is associated with a sad tale of suffering and death in the early annals of the pioneers of California (1846-47). The train continues to ascend, through imposing scenery, and reaches the highest point of the pass across the **Sierra Nevada** at (1592 M.) *Summit Station* (7020 ft.), where we thread a tunnel 530 yds. long. About 4 M. to the N. is *Mt. Stanford* or *Fremont's Peak* (9175 ft.; *View).

The Sierra Nevada ('Snowy Range') is the name given in California to the magnificent range the N. continuation of which, in Oregon and Washington, is known as the *Cascade Mts.* (see p. 476). It forms the W. edge of the highest portion of the Cordillerean system (p. lxx) and is, perhaps, on the whole the most conspicuous chain of mountains in the country. From Mt. San Jacinto to Mt. Shasta it is about 600 M. long; but some geographers consider that the Sierra proper ends at Lassen's Peak, 100 M. to the S. of Mt. Shasta. Geologically, this is certainly true, for the Cascades, including Lassen's Peak and Shasta, are volcanic, and the Sierra is not (comp. p. 584). The average elevation of the Sierra is 8-10,000 ft., and several of its peaks, such as *Mt. Whitney* (p. 564), *Mt. Shasta* (p. 583), and *Mt. Corcoran* (14,095 ft.), attain heights of over 14,000 ft. The *Yosemite Valley* (p. 574) and its enclosing peaks are, perhaps, the best-known part of the Sierra Nevada; but it abounds throughout in the grandest mountain-scenery and offers many opportunities for the Alpine explorer. There are some large glaciers in the N. part of the range.

As we descend on the Californian side of the range the scenery continues to be very picturesque, while the change in vegetation and the brilliance of the flowers announce the mild climate of the Pacific Slope. The descent is very rapid, and the transition from snow-wreaths to sub-tropical vegetation comes with startling swiftness.

At places the line runs along the face of precipices, on ledges barely wide enough to accommodate the tracks. Snow-sheds, built in 1869 at a cost of $2,000,000 and covering about 37 M. of the track, cut off much of the view at first; but this has been greatly remedied, of late, by the rebuilding of many miles of sheds, with openings on the level of the car-windows. Many traces of the placer-mining of the 'Forty-Niners' are visible on both sides. — 1614 M. *Emigrant Gap* (5225 ft.); 1619 M. *Blue Cañon* (4695 ft.); 1625 M. *Alta* (3605 ft.); 1631 M. *Dutch Flat* (3395 ft.). Before reaching (1643 M.) *Colfax* (2420 ft.) we pass the rocky promontory known as **Cape Horn*. 1661 M. *Auburn* (1360 ft.). Orchards and vineyards are now numerous. Oranges grow at (1674 M.) *Newcastle* (955 ft.). 1687 M. *Roseville Junction* (165 ft.; p. 582).

1705 M. **Sacramento** (30 ft.; *Golden Eagle*, from $3; *Capitol*, R. from $1), the capital of California, with 29,282 inhab., lies on the E. bank of the *Sacramento River*, just below its confluence with the *American River*. It is regularly laid out, with wide straight streets, shaded with trees and bordered by gardens. It is an important railway-centre and carries on an active trade. The most conspicuous building is the *State Capitol*, a large and handsome structure containing a library of 130,000 vols. and surrounded by a pleasant park (fine view from dome). Other important edifices are the *Court House*, the *Free Public Library* (36,000 vols.), the *Roman Catholic Cathedral*, and other churches. The *Crocker Art Gallery* contains pictures, Californian minerals, and a school of art. The *State Agricultural Society* has a large exhibition building. *Fort Sutter Park* contains a reproduction of the fort established here in 1840. — A pleasant drive leads along the Sacramento to (4 M.) *Riverside*.

From Sacramento to *Portland*, see R. 102.

From Sacramento to Lathrop, 57 M., railway in 2¼ hrs. This line formed part of the old route from Sacramento to San Francisco. — 35 M. *Lodi* (55 ft.). — 48 M. **Stockton** (25 ft.; *Yosemite*, from $ 2, R. from $ 1; *Imperial*, from $ 2), a well-built and flourishing little city of 17,506 inhab., with large flour-mills, lies at the head of navigation on the *San Joaquin* ('Wahkeen') *River*. Along the river-bottom above and below the town are vast 'truck-farms' for the earliest markets. The most prominent building is the *State Insane Asylum*, seen to the right as we enter the station. From Stockton to the *Calaveras Grove*, see below. — At (57 M.) *Lathrop* we join the Southern Pacific line from San Francisco to the S. (comp. p. 564).

Stockton (see above) is the junction of a branch-line to (30 M.) *Milton*, whence stage-coaches run in 24 hrs. (incl. overnight halt) to (50 M.) the *Calaveras Grove of Big Trees*. The night is spent at *Murphy's Camp* (Mitchler Ho., $ 2). — The ***Calaveras Grove** (*Mammoth Grove Hotel*) is the northernmost of the Californian groves of big trees, and it is the nearest to San Francisco. It is, however, comparatively seldom visited, as the Mariposa Grove (see p. 576) is conveniently included in the usual route to the Yosemite. The *Sequoia* or *Wellingtonia gigantea*, the 'big tree' of California, is found only on the W. slope of the Sierra, while the *Redwood* or *Sequoia sempervirens*, belonging to the same genus, is confined to the Coast Ranges (see p. 555). The Calaveras Grove (4750 ft. above the sea) covers an area about 1100 yds. long and 70 yds. wide and contains about 100 trees of large size, besides many smaller ones. The tallest now standing

is the *Keystone State* (325 ft. high, 45 ft. in girth). The *Mother of the Forest* (denuded of its bark) is 315 ft. high and has a girth of 61 ft., while the prostrate *Father of the Forest* measures 112 ft. in circumference. Two other trees are over 300 ft. high and many exceed 250 ft. A house has been built over a stump of a diameter of 24 ft. The bark is sometimes 1-1½ ft. in thickness. — About 5 M. to the S. is the *Stanislaus* or *South Grove*, also containing many fine trees, which may be visited on horseback.

Stockton is also the junction of the Merced branch of the Southern Pacific Railway to (34 M.) *Oakdale*, whence the *Sierra Railway* runs to (45 M.) *Sonora* and (57 M.) *Tuolumne* (p. 582). This latter line affords one of the favourite approaches to the Yosemite, connecting at (35 M.) *Chinese* with stage coaches running to (ca. 50 M.) the Valley, viâ *Big Oak Flat* (comp. p. 574).

The train crosses the river at Sacramento and runs toward the W., passing (1718 M.) *Davis* (55 ft.) and reaching at (1745 M.) *Suisun* (10 ft.; 'Sooisoon') a swampy district overgrown with *tule*, a kind of reed. To the S. is *Suisun Bay*, with *Mt. Diablo* (p. 553) rising beyond it. — 1762 M. *Benicia*, with 2751 inhab., a U.S. Arsenal, and large wharves, lies on the N. side of the narrow *Straits of Carquinez* (½ M.), uniting the bays of Suisun and *San Pablo*. It is accessible for ships drawing 23 ft. of water. This was the home of Heenan, the 'Benicia Boy', and the forge-hammer he used is still kept here. — The train crosses the strait on the 'Solano', a huge ferry-boat, 424 ft. long and accommodating a train of 24 passenger-coaches. — 1763 M. *Port Costa*, on the S. side of the strait, also has large wharves from which wheat is shipped direct to Europe. — We now follow the S. shore of San Pablo Bay (views to the right). 1766 M. *Vallejo Junction* ('Vallayho'), the starting-point of the ferry to *Vallejo* (see p. 552), on the opposite shore. To the right lies *Mare Island* (see p. 551). Farther on we turn to the S. (left) and see the **Bay of San Francisco* (p. 551) on the W. (right), with *Mt. Tamalpais* (p. 552) rising beyond it. — 1783 M. *Berkeley*, named in honour of Bishop Berkeley (p. 91), with the Colleges of Letters and Science of the *University of California*, situated among trees on the left.

The **University of California**, founded in 1868, has played a very important part in the educational development of the Pacific Slope and will repay a visit. Its other departments are at San Francisco (see p. 548) and Mt. Hamilton (p. 558). The university is attended by about 4000 students, three-fourths of whom are at Berkeley and nearly one-third women. Tuition is free except in some of the professional departments. The total income of the university amounts to upwards of $800,000. Some of the buildings at Berkeley are handsome, and the picturesque grounds, 250 acres in extent, command a splendid *View of the Golden Gate (p. 545) and San Francisco. The experimental grounds have been of great service to the farmers of California. The very interesting open-air **Greek Theatre*, built in 1903 on the general type of the theatre at Epidaurus, accommodates 12,000 spectators and is used for university meetings, commencement exercises, and concerts. The museums, the library (130,000 vols.), the observatory, and the laboratories also deserve attention. — The *State Deaf and Dumb Asylum* is also at Berkeley.

1788 M. **Oakland** (*Touraine*, $ 2½-4; *Metropole*, $ 2½; *Albany*, $ 2-3), the 'Brooklyn' of San Francisco, is a flourishing city of 66,960 inhab., pleasantly situated on the E. shore of the Bay of San

Francisco. It derives its name from the live-oaks, which originally covered the site of the city, many of them still to be seen in streets and gardens. Within the town-limits lies the little *Lake Merritt* (boating). Among the buildings may be mentioned the *Free Library*, the *Board of Trade*, and the *Merchants' Exchange*. The value of its manufactures in 1900 was $ 9,174,257; its magnificent harbour, with 15 M. of water-front, has large ship-yards and coal-bunkers.

Visitors to Oakland are recommended to take the cable-car to *Piedmont Park*, in order to enjoy the splendid *View of San Francisco, the Bay, and the Golden Gate from *Inspiration Point* (especially good at sunset).

The San Francisco train skirts the W. side of Oakland and runs out into San Francisco Bay on a mole $1^1/_3$ M. long, at the end of which we leave the train and enter the comfortable and capacious ferry-boat which carries us across the bay (4 M., in 20 min.). In crossing we see *Goat*, *Alcatraz*, and *Angel* islands to the right, with the *Marin Peninsula* beyond them and the *Golden Gate* opening to the W. of Alcatraz.

1795 M. **San Francisco**, see p. 543.

88. From Council Bluffs and Omaha to Portland.

1803 M. Union Pacific Railroad to (857 M.) *Granger* in 24-28 hrs.; Oregon Short Line thence to (1393 M.) *Huntington* in 14 hrs.; Oregon Railroad & Navigation Co. thence to (1808 M.) *Portland* in 18 hrs. (through-fare $ 50; sleeper $ 11.50). Dining-cars are attached to the through-trains (meals *à la carte*). For general remarks on the *Union Pacific System* and its connections, see p. 496.

From *Council Bluffs* and *Omaha* to (857 M.) *Granger*, see pp. 497-498. — Our train now runs towards the N.W., at first on a level and then gradually descending. Between (940 M.) *Cokeville* (6200 ft.) and (955 M.) *Pegram* we enter *Idaho* ('Gem of the Mountains'). 972 M. *Montpelier* (5945 ft.), near *Bear Lake* (left); 1003 M. *Soda Springs* (5780 ft.; Idanha, $ 3; Williams Ho., $ 2-3), a favourite summer-resort, with numerous powerful springs.

1071 M. **Pocatello** (4465 ft.; *Pacific*, from $ $3^1/_2$; *Seeley Ho.*, $ 2), a town of 4046 inhab., in the *Fort Hall Indian Reservation*, is the junction of lines running S. to (134 M.) *Ogden* (comp. p. 498) and (171 M.) *Salt Lake City* (see p. 539), and N. to (263 M.) *Butte* and (351 M.) *Helena* (see p. 473). Circular tickets are issued by the Railway for tours from Pocatello to the *Shoshone Falls* (p. 504), the *Yellowstone Park* (p. 479), *Butte*, *Helena* (p. 473), etc.

On the line to Helena, 130 M. from Pocatello, is **Monida** (7000 ft.), the starting-point of the daily stage-line to the *Yellowstone Park* (comp. p. 481; fare $ 14). The coach starts in the morning and stops for the night at (65 M.) *Dwelle's Grayling Inn*, near the W. margin of the Park. Next day it starts at 8 a.m. and runs through the *Firehole Basin* (p. 484) to ($3^1/_2$ hrs.; 25 M.) the *Fountain Hotel* (p. 484). The route traverses *Centennial Valley*, passes *Red Rock Lakes*, crosses the Divide by the *Red Rock Pass*, near *Lake Henry* (6440 ft.; view of the *Tetons*, p. 487), and again at the *Targhe* or *Tyghee Pass* (7060 ft.), and descends along the *Madison River* (p. 484).

Beyond Pocatello the train traverses the *Great Snake River Lava Fields*, overgrown with sage-brush and greasewood; the snow-clad *Rocky Mts.* bound the distant horizon on the right. We cross the river at (1097 M.) *American Falls Station* (4340 ft.) by a bridge, 600 ft. long, affording a good view of the **Falls.* To the N. rise the *Three Buttes of Lost River* and (farther to the W.) the *Saw-Tooth Mts.* In front, to the left, appear the snow peaks of the *Washoe Range.* — 1179 M. *Shoshone* (3970 ft.; pron. Sho-shó-ny), the starting-point for the stage to the (25 M.) *Shoshone Falls* (3½ hrs.).

The road to the falls runs to the S. across a sage-brush plain, passes some lava ridges, and suddenly reaches the deep ravine of the *Snake River*, 1200 ft. below it. We cross the river by a substantial ferry and soon reach the small *Shoshone Falls Hotel.* The **Great Shoshone Falls,** with a breadth of 950 ft., fall from a height of 210 ft. and deservedly rank with the waterfalls of the Yosemite or the Yellowstone. Just above the main cataract is the *Bridal Veil Fall* (80 ft.), and 3 M. higher are the *Twin Falls* (180 ft.). An area of, perhaps, 250,000 sq. M. in the states of Washington, Oregon, California, and Idaho is covered by the so-called 'Columbia Lava', a deposit ½-1 M. in thickness. Through this the Snake River has carved its mighty cañon, at places 4000 ft. deep, and surpassed in grandeur by that of the Colorado River alone (p. 522). Towards the bottom of the cañon may be seen the ancient crystalline formations of the mountains covered by the lava-sheet. The soil of this lava district is peculiarly valuable for wheat-growing, and it is nearly all used for this purpose. About 5 M. below the falls, a little to the N. of the river, are the picturesque *Blue Lakes*, where boating and fishing may be enjoyed.

A branch-line runs to the N. from Shoshone to (57 M.) *Hailey* (5340 ft.) and (70 M.) *Ketchum* (5820 ft.). The *Hailey Hot Springs* (hotel), 1½ M. from the station (temp. 150°), are efficacious in rheumatism, dyspepsia, and other ailments. Near Ketchum are the *Guyer Hot Springs* (hotel).

Near (1214 M.) *Ticeska* the railway again reaches the *Snake River*, the right bank of which we now skirt more or less closely. 1231 M. *Glenn's Ferry* (2565 ft.). Level plains give place to small rolling hills and bluffs, but the scenery continues to be uninteresting. 1316 M. *Nampa* (2490 ft.) is the junction of a branch-line to (20 M.) **Boisé City** (2885 ft.; *Capitol Hotel, Overland Hotel*, $2-3), the capital of Idaho, a busy little mining city, with 5957 inhabitants. — 1325 M. *Caldwell* (2370 ft.). Between (1340 M.) *Parma* and (1398 M.) Huntington we cross the Snake River thrice, the last crossing bringing us into *Oregon* (p. 583). 1375 M. *Weiser* (2120 ft.) is the gateway of the district known as the *'Seven Devils'*, named, apparently, from the hills seen to the right. Farther on the Snake River flows through a picturesque cañon (*View to right from the bridge).

At (1398 M.) **Huntington** (2110 ft.; *Union Pacific Hotel*, from $2) we reach the line of the *Oregon Railroad & Navigation Co.* and change from 'Mountain' to 'Pacific' time (1 hr. slower; see p. xviii). We now leave the Snake River and ascend the picturesque **Burnt River Valley*, crossing the stream repeatedly and threading rock-cuttings and tunnels. Near (1418 M.) *Durkee* we leave the Burnt River. Beyond (1445 M.) *Baker City* (3440 ft.) we ascend across the *Blue Mts.* and then descend rapidly, passing several snow-sheds, into the fertile and beautiful **Grande Ronde Valley,** watered by the river of

that name. 1485 M. *Union* (2720 ft.); 1497 M. *La Grande* (2785 ft.); 1516 M. *Kamela* (2910 ft.); 1522 M. *Meacham* (*Rail. Restaurant), 1530 M. *Huron* (2918 ft.); 1572 M. *Pendleton* (1070 ft.), the junction of a branch-line to (47 M.) *Walla Walla* (p. 475) and (251 M.) Spokane; 1615 M. *Umatilla* (300 ft.) is the junction of a branch-line to (93 M.) *Grange City* and (246 M.) *Spokane* (p. 475). Our line is here joined by the direct Portland trains of the G. N. R. R. and the N. P. R. R. (comp. pp. 467, 475). Near (1640 M.) *Castle Rock* (250 ft.) the train reaches the wide **Columbia River** (700-800 yds. across), the left bank of which we now follow all the way to Portland. The object of the shields and barricades noticed here is to prevent the fine loose sand bordering the river, from accumulating on the tracks, by which trains have been derailed. 1660 M. *Arlington* (230 ft.); 1691 M. *Grant's* (180 ft.), with fine basaltic cliffs. Farther on we cross the *Des Chutes River* (view to left). — 1702 M. *Celilo* lies at the beginning of the narrow and rapid stretch of the river known as the ***Dalles of the Columbia,** extending to Dalles (see below).

The name (derived from the sheets of lava well exhibited on or near the river here) is sometimes confined to the gorge just above Dalles, where the river is compressed for about 2½ M. into a channel only 130 ft. wide. The river-valley here seems to have been obstructed during a recent geological period by a lava-flow, through which it has eroded this extraordinary channel. — As we approach *Dalles* we have a good view of *Mt. Hood* (see below), on the left front.

1714 M. **Dalles** (105 ft.; *Umatilla*, $2) is a small place of 3542 inhab., with a considerable trade and some manufactures. It stands at the head of the finest scenery of the Lower Columbia, which pierces the *Cascade Mts.* a little lower down.

Passenger-steamers ply regularly between this point and Portland, and the traveller is advised to perform the rest of the journey by water (110 M.), as the scenery is seen to the best advantage from the deck of the steamer. The large 'fish-wheels' are interesting. Comp. p. 585.

The scenery for the remainder of the journey to Portland is very grand, including beautiful river-reaches, sharp rocks and crags, pleasant green straths, noble trees, romantic waterfalls, and lofty mountains. Beyond (1723 M.) *Rowena* we see (to the right) the island of *Memaloose*, the ancient burial-place of the Chinook Indians, with a tall shaft marking the grave of *Victor Trevet*, a pioneer and friend of the Indians. Beyond (1730 M.) *Mosier* (100 ft.) the railway and river pass through the gorge proper of the *Cascade Mts.* (p. 476). — 1737 M. *Hood River* (Country Club Inn).

From this station stages run in summer (return-fare $ 7.50) to (27 M.) *Cloud Cap Inn* (6000 ft.), situated at the foot of the glaciers on the N. side of **Mt. Hood** (11,225 ft.; comp. p. 586) and affording a grand *View. About 5 min. from the inn is the fine **Eliot Glacier*, and excursions may be made to many other glaciers and cascades. The ascent to the top of (4 M.) Mt. Hood takes 6-10 hrs. (there and back) and is somewhat trying, though often made by ladies. The last 900 ft. are facilitated by a rope-line, and alpenstocks are also desirable. The *View from the top embraces the whole of the Cascade Range, including the snow-peaks St. Helens, Adams, Rainier, and (sometimes) Baker to the N., and Jefferson, the Three Sisters, Diamond Peak, and Pitt to the S. The Blue Mts., on the E., and the Pacific Ocean,

on the W., are sometimes seen. The view also includes the Coast Range and the valleys of the Columbia and Willamette. Mt. Shasta, 250 M. to the S., is said to be visible with a good glass. The ascent may also be made on the S. side (carr. from Portland, ca. 60 M.).

From Hood River we may also drive to (27 M.) *Trout Lake* (good fishing), near which are fine ice and lava caves. From the lake a trail leads to (40 M.) *Mt. Adams* (12,470 ft.), the ascent of which (from and to the timber-line) takes 8-12 hrs. The glaciers of Mt. Adams are very fine and have been little explored.

At (1757 M.) *Cascade Locks* the river descends 25 ft. in a series of picturesque rapids.

To avoid this obstruction the U. S. Government has constructed a canal (1/4 M. long) and two locks on the S. or Oregon shore, at a cost of about $4,000,000. The locks are the largest in the country after those at Sault-Ste-Marie (p. 374).

Among the numerous small waterfalls on the left of the line between (1761 M.) *Bonneville* and (1776 M.) *Latourelle*, the most picturesque are the *Horse Tail*, the *Oneonta* (at the head of its narrow gorge), the **Multnomah* (605 ft. high), the *Bridal Veil*, and the *Latourelle*. The towering crags passed above or below here include *Castle Rock* (rising 1000 ft. on the N. side of the river), *Cape Horn* (500 ft. high), the **Pillars of Hercules*, forming a noble gateway for the railroad, and *Rooster Rock* (in the river). Beyond (1801 M.) *East Portland* and (1802 M.) *Albina* the train crosses the *Willamette* (p. 584), a broad tributary of the Columbia. A good view is obtained of Mts. Hood and St. Helens to the S. and Mts. Adams and Rainier to the N.

1803 M. **Portland** (35 ft.), see p. 584.

89. From Chicago to Kansas City.

a. Viâ Atchison, Topeka, and Santa Fé Railway.

458 M. Railway in 12½-14½ hrs. (fare $12.50; sleeper $2.50; tourist car $1.25). This line forms part of the through *Santa Fé Route* from Chicago to California (comp. p. 517).

From *Chicago* (Dearborn Station) to (41 M.) *Joliet* this line follows practically the same route as that described at p. 493. — Beyond (54 M.) *Blodgett* we cross the *Kankakee*. — 94 M. *Streator* (14,079 inhab.). At (100 M.) *Ancona* the line forks, the left branch running to *St. Louis* (p. 389). At (134 M.) *Chillicothe* (Rail. Restaurant) we cross the *Illinois River* and the Rock Island Railway. — 182 M. *Galesburg* (Rail. Restaurant), an important railway-centre (comp. p. 494). — At (229 M.) *Dallas* we reach the *Mississippi*, which we cross at (236 M.) *East Fort Madison*. — 237 M. **Fort Madison** (*Anthes, Metropolitan*, $2; *Rail. Restaurant*), on the W. bank of the Mississippi, in *Iowa* (p. 494), is a thriving little city with (1900) 9278 inhab. The line bends to the S.W. and near (257 M.) *Dumas* crosses the *Des Moines River* and enters *Missouri* (p. 405). — 352 M. *Marceline* (Rail. Restaurant). From (416 M.) *Lexington Junction* a branch-line runs to *St. Joseph* (p. 509) and *Atchison* (p. 517). Our line now crosses the *Missouri*. 457 M. *Grand Avenue* (Kansas City).

458 M. **Kansas City.** — **Hotels:** Coates, $ 2½-5, R. from $ 1; *Midland, $ 2½-5, R. $ 1-3½; Baltimore, R. $ 1½-5; Savoy, $ 2½-3½, R. $ 1-1½; Brunswick, Victoria, Centropolis, $ 2-2½. — Brit. Vice-Consul, *Mr. Frank S. Young.*

Kansas City, the second city of Missouri, with (1900) 163,752 inhab., lies on the S. bank of the Missouri, just below the influx of the *Kansas River*. It had only 3500 inhab. in 1865, but is now an important industrial, commercial, and railway centre (value of manufactures in 1900, $ 36,527,392). Among the most prominent buildings are the *Court House*, the *Board of Trade*, the *Custom House*, the *Grand Central Depot*, and the *Winner Building*. The Missouri is crossed here by three fine bridges. The *Troost*, *Fairmount*, and *Washington Parks* are the finest features of the system of parks and boulevards.

On the W., Kansas City (Mo.) is adjoined by **Kansas City**, Kansas (*Allmon*, *Armourdale*, *Metropolitan*, *Garmo Ho.*, $ 2), at the mouth of the *Kansas River*, the largest city in Kansas, with 51,418 inhab. and the second-largest stock-yards and packing-houses (Armour, etc.) in the country (value of products in 1900, $ 82,768,943).

From Kansas City to (507 M.) Fort Worth, (517 M.) Dallas, (834 M.) Houston, and (884 M.) Galveston, *Missouri, Kansas, and Texas Railway* in 19¾ hrs., 20 hrs., 34 hrs., and 36 hrs. This railway traverses Indian Territory and affords a direct route to points in Texas, but is of no great interest to the tourist. Its extreme N. terminus is *Hannibal* (p. 508), and passengers from St. Louis may join it at *Sedalia* (p. 510). — Beyond (160 M.) *Chetopa* we enter *Indian Territory* (see p. 518). 189 M. *Vinita*; 238 M. *Wagoner*. — 254 M. **Muskogee** (*Station Hotel*), with (1900) 4254 inhab., is the seat of the U. S. Indian Agency for the Five Tribes (p. 518), of an Indian University, and of some Indian schools. Visits may be made hence to *Tahlequah* and *Okmulgee*, two centres of Indian life. — At (316 M.) *South McAlester* (Rail. Restaurant) we cross a railway from Memphis to Oklahoma (p. 518). — 360 M. *Atoka*, one of the chief cities of the Choctaw Nation (p. 518), is the junction of a line to (14 M.) *Coalgate*, a mining town with 2614 inhab., and (133 M.) Oklahoma (p. 518). [From Coalgate we may go by train to *Tishomingo* (Fisher Hotel) and *Ardmore* (5681 inhab.), two of the chief cities of the Chikasaws (p. 518).] At (411 M.) *Denison*, a railway-centre with 11,807 inhab., we enter *Texas* (p. 589). The line forks here, one branch running to (507 M.) *Fort Worth* (p. 595), the other to (517 M.) *Dallas* (p. 595). The latter is continued to (834 M.) *Houston* (p. 592) and (884 M.) *Galveston* (p. 593).

b. Viâ Chicago and Alton Railroad.

489 M. Railway in 15 hrs. (fares as above). Dining-cars.

From *Chicago* to (126 M.) *Bloomington*, see R. 55 b. The Kansas City line diverges to the right from that to St. Louis. — 171½ M. *Mason City*. — 216 M. *Jacksonville* (620 ft.; Dunlap Ho., Pacific, from $ 2), a city of 15,078 inhab., with two flourishing colleges and several State asylums. — 237 M. *Roodhouse*, the junction of a line to *Godfrey* (p. 377). Beyond (243 M.) *Drake* we cross the *Illinois River*, and beyond (266 M.) *Pleasant Hill* we cross the Mississippi and enter *Missouri* (p. 405). — 302 M. *Vandalia*. Near (326 M.) *Mexico* (800 ft.), the junction of a line to *Jefferson City* (p. 510), is *Florida*, the birthplace of Mark Twain (Samuel L. Clemens; b. 1835). Beyond (381 M.) *Glasgow* (630 ft.) we cross the *Missouri*. 434 M. *Higginsville* (645 ft.); 487 M. *Grand Avenue* (see p. 506).

489 M. **Kansas City**, see above.

c. Viâ Wabash Railroad.

512 M. Railway in 22 hrs. (fares as above). Dining-cars.

From *Chicago* (Dearborn Station) to (173 M.) *Decatur*, where our line diverges from that to *St. Louis* (p. 389), see R. 55 c. — The next important station is (213 M.) *Springfield* (p. 377). 246 M. *Jacksonville* (p. 507). At (267 M.) *Naples* we cross the *Illinois River*. Beyond (301 M.) *Kinderhook* we cross the *Mississippi* and reach (313 M.) **Hannibal** (470 ft.; *Union Depot Hotel*, $ 2-2½, R. from 50 c.; *Windsor*, *Kettering*, $ 2), in *Missouri*, a river-port and railway-centre (comp. pp. 405, 507), with 12,780 inhab., a brisk trade in tobacco, timber, and farm-produce, and numerous manufactories. About 1 M. to the S. is the *Hannibal Cave*, immortalized in 'Tom Sawyer', which runs for miles under the bluffs and the Mississippi itself. — From (383 M.) *Moberly* (880 ft.; 8012 inhab.) a branch-line runs to (57 M.) *Kirksville*, with the original American School of Osteopathy (700 students). 422 M. *Brunswick* (630 ft.). We now have a view of the *Missouri* to the left. 446 M. *Carrollton;* 470 M. *Lexington Junction* (p. 506). We skirt the N. bank of the Missouri and cross it at (510 M.) *Harlem*.

512 M. **Kansas City**, see p. 507.

d. Viâ Chicago, Rock Island, and Pacific Railway.

519 M. Railway in 15¾ hrs. (fares as above). Dining-cars (meals *à la carte*).

From *Chicago* to (183 M.) *Davenport*, see R. 85 c. Our line here diverges to the left from the Omaha line and runs towards the S.W. 210 M. *Muscatine* (545 ft.), on the W. bank of the *Mississippi*, is a river-port of some importance (lumber, etc.; comp. p. 405). At (231 M.) *Columbus Junction* (585 ft.) we cross the *Red Cedar River*, and at (294 M.) *Eldon* the *Des Moines River*. At (378 M.) *Lineville* we enter *Missouri* (p. 405). 449 M. *Altamont*, the junction of a line to *St. Joseph* (see p. 509). At (463 M.) *Cameron Junction* we diverge to the left from the line to *Leavenworth* (p. 512) and *Atchison* (p. 517). 493 M. *Kearney* (635 ft.); 518 M. *Harlem* (see above).

519 M. **Kansas City**, see p. 507.

e. Viâ Chicago Great Western Railway.

597 M. Railway in 21-24 hrs. (fares as above). Dining-cars.

From *Chicago* to (240 M.) *Oelwein*, where we diverge to the left (S.) from the line to *Minneapolis* and *St. Paul*, see p. 365. 266 M. *Waterloo* (Irving, from $ 2; Logan, $ 2¼-2½), a busy little town with 12,580 inhab. and varied industries. 314 M. *Marshalltown*. — 372 M. **Des Moines**, see p. 494. — At (421 M.) *Afton Junction* we intersect the Burlington and Quincy Railroad. Beyond (463 M.) *Blockton* we enter *Missouri* (p. 405). 491 M. *Conception*, the junction of a line to *Omaha* (p. 492).

528 M. **St. Joseph** (*Metropole*, $2½-4; *St. Charles*, $2-3), a city of 102,979 inhab., on the E. bank of the *Missouri*, is an important railway-centre and has immense stock-yards, numerous factories (value of products in 1900, $31,690,736), and a large trade. The *City Hall* is a handsome building. — The train now descends on the E. bank of the Missouri. 548 M. *Dearborn*, the junction for *Atchison* (p. 506), on the other side of the river; 566 M. *Leavenworth* (p. 512).

597 M. **Kansas City**, see p. 507.

f. Viâ Burlington Route.

489 M. Chicago, Burlington, and Quincy Railroad in 14¾ hrs. (fares, etc., as above).

From *Chicago* to (163 M.) *Galesburg*, see R. 85d. Our line diverges from that to *Omaha* (p. 494) and runs towards the S. 192 M. *Bushnell;* 241 M. *Camp Point.*

263 M. **Quincy** (*Newcomb*, $2-3½; *Tremont Ho.*, $2-3), the third city of Illinois, with 36,252 inhab., lies on a high bluff on the E. bank of the *Mississippi*. It carries on a brisk trade, and its manufactures in 1900 were valued at $9,234,988. — 267 M. *West Quincy*, on the opposite bank of the river, is in *Missouri* (p. 405). We now follow the tracks of the *Hannibal and St. Joseph Railroad*. 278 M. *Palmyra Junction*, for the line to (15 M.) *Hannibal* (p. 508); 333 M. *Macon;* 393 M. *Chillicothe*. At (435 M.) *Cameron* the line forks, one branch leading to *St. Joseph* (see above). Our line runs to the S. by the route described above.

489 M. **Kansas City**, see p. 507.

g. Viâ Chicago, Milwaukee, and St. Paul Railway.

498 M. Railway in 14¾-15 hrs. (fares, etc., as above).

From *Chicago* to (138 M.) *Savanna*, see R. 85a. Our line here diverges to the left (S.) from that to *Omaha* (p. 491). 145 M. *Fulton;* 178 M. *Moline;* 183 M. *Rock Island* (p. 493); 186 M. *Davenport* (p. 494); 210 M. *Muscatine* (p. 508). At (292 M.) *Ottumwa* (p. 495) we cross the *Des Moines River*. Beyond (348 M.) *Sewal* we enter *Missouri* (p. 405). 412 M. *Chillicothe;* 460 M. *Lawson*, the junction for *St. Joseph* (see above); 465 M. *Excelsior Springs* (The Elms, $3).

498 M. **Kansas City**, see p. 507.

90. From St. Louis to Kansas City and Denver.

1041 M. Missouri Pacific Railway to (283 M.) *Kansas City* in 7-10 hrs. (fare $7.50; sleeper $2); thence to (1041 M.) *Denver* in 27 hrs. (through-fare $25.65; sleeper $5.50).

Kansas City may also be reached from St. Louis by the *Wabash R. R.* (277 M.), the *Chicago and Alton R. R.* (323 M.), and the *Chicago, Burlington, and Quincy R. R.* (337 M.); while from Kansas City to Denver the tourist may also travel by the *Atchison, Topeka, and Santa Fé Railway* (752 M.), the *Union Pacific Railway* (639 M.; see R. 92a), the *Chicago, Rock Island, and Pacific Railway* (633 M.). and the *C. B. & Q. R. R.* (654 M.). Over all these routes run through-cars for various large Western cities.

St. Louis, see p. 389. At (45 M.) *Labadie* (600 ft.) we reach the *Missouri River*, which flows on our right for the next 80 M. — 125 M. **Jefferson City** (625 ft.; *Madison Ho.*, $2-3; *Monroe Ho.*, $2; *Rail. Restaurant*), the capital of Missouri, is a prosperous place of 9664 inhabitants. The *State Capitol*, built in 1858-60, was enlarged in 1887-88. — A little farther on we leave the river. 188 M. **Sedalia** (890 ft.; *Huckins*, $2-2½; *The Elks*, from $2) is a busy industrial city of 15,231 inhabitants.

The line forks at Sedalia, the left branch leading to Kansas City viâ Pleasant Hill (see below), while the right branch runs viâ (56 M.) *Lexington* (735 ft.), a place of 4190 inhab., on the S. bank of the Missouri.

At (249 M.) *Pleasant Hill* the line forks again.

The left branch, which affords an alternative route to Pueblo and Denver (1064 M. from St. Louis), runs viâ *Fort Scott*, *El Dorado*, and *Wichita* (p. 518), joining the route described below at *Geneseo* (572 M. from St. Louis).

We follow the right branch. 273 M. *Independence.*

283 M. **Kansas City,** see p. 507.

Our line now runs towards the S., entering *Kansas* at (310 M.) *Newington.* At (344 M.) *Ossawatomie* (4191 inhab.; Rail. Restaurant), the Kansas home of John Brown (monument), we turn to the right (W.). 365 M. *Ottawa* (900 ft.; Marsh, Occidental, $1), a summer-resort with 6934 inhab.; 379 M. *Lomax*, the junction of a line to (39 M.) *Topeka* (p. 512); 397 M. *Osage City* (1075 ft.; 2792 inhab.); 435 M. *Council Grove* (1240 ft.; 2265 inhab.). — From (488 M.) *Gypsum City* (Rail. Restaurant) a loop-line runs to (17 M.) *Salina* (6074 inhab.) and back to (42 M.) *Marquette* (see below). — 531 M. *Marquette.* At (550 M.) *Geneseo* we are joined by the line from Pleasant Hill mentioned above. We are now ascending the basin of the *Arkansas River*, which, however, flows far to the S. of the railway. At (584 M.) *Hoisington* we change from 'Central' to 'Mountain' time (1 hr. slower; p. xviii). 641 M. *Brownell;* 707 M. *Scott City;* 756 M. *Horace.* At (771 M.) *Towner* we enter *Colorado* (p. 512). Beyond (791 M.) *Brandon* we cross *Big Sandy Creek.* 846 M. *Arlington;* 901 M. *Boone.*

923 M. **Pueblo,** see p. 532. — Beyond Pueblo we follow the line of the *Denver and Rio Grande R. R.* (see R. 94 a).

1041 M. **Denver,** see p. 513.

91. From St. Louis to Texarkana.

490 M. St. Louis, Iron Mountain, and Southern Railway in 16-22 hrs. (fare $14.80, sleeper $3.50). Through-carriages run by this line to *Arkansas Hot Springs*, *Fort Worth*, *San Antonio*, *Laredo*, *Dallas*, *Houston*, *Galveston*, and *El Paso* (for *Los Angeles* and *San Francisco* viâ Texas Pacific Railway).

St. Louis, see p. 389. The line runs to the S. along the W. bank of the *Mississippi* as far as (26 M.) *Riverside.* It then leaves the river and runs to the S.W. through the great mineral district of E. Missouri. From (61 M.) *Mineral Point* (860 ft.) a branch-line runs to

(4 M.) *Potosi*, with several lead-mines. At (75 M.) *Bismarck* (1025 ft.; Rail. Restaurant) the railway forks, the left branch leading to *Columbus* (Ky.; p. 406), while the Texas line runs nearly due S. About 6 M. farther on the famous **Iron Mt.** (1075 ft.) is seen to the left.

This is an irregular hill, consisting mainly of porphyry, intersected by numerous mineral veins and capped with a deposit of specular iron ore, 6-30 ft. thick and yielding nearly 70 per cent of pure iron. The amount of mineral already taken from this hill exceeds five million tons.

Pilot Knob (1015 ft.), seen on the same side, 6 M. farther on, also contains a wonderful bed of iron ore, 12-30 ft. thick. 88 M. *Ironton* (910 ft.) uses the fine magnetic ore of *Shepherd Mt.*, which is free from phosphorus and sulphur. The line now passes through the charming *Valley of Arcadia* and then intersects the *Ozark Mts.* (good views). 166 M. *Poplar Bluff* is the junction of a line to (71 M.) *Bird's Point*, opposite *Cairo* (p. 402). Beyond (181 M.) *Neelyville* (305 ft.) we enter *Arkansas* ('Bear State'; pron. 'Arkănsaw'). At (198 M.) *Knobel* (270 ft.) the through-carriages to *Memphis* (p. 401) diverge to the left. 224 M. *Walnut Ridge* (Rail. Restaurant). At (262 M.) *Newport* (230 ft.) we cross the *White River* (p. 406). 288 M. *Bald Knob*, the junction of a line to (94 M.) *Memphis* (p. 401).

345 M. **Little Rock** (260 ft.; *Capitol*, $2\frac{1}{2}$-4; *Pratt*, $2\frac{1}{2}$; *Gleason*, from $2\frac{1}{2}$; *Rail. Restaurant*), the capital and largest city of Arkansas, with (1900) 38,307 inhab., is well situated on the wide *Arkansas River* and carries on a large trade in cotton and other goods both by railway and steamer. It is regularly laid out, and many of its streets are pleasantly shaded by magnolias. The principal buildings include the *State House*, the *U. S. Court House*, the *County Court House*, the *State Insane Asylum*, the *Deaf-Mute Institute*, the *School for the Blind*, the *Post Office*, the *Board of Trade Building*, *Little Rock University*, and the *Medical Department of Arkansas Industrial University*. Railways radiate hence in all directions.

388 M. **Malvern** (280 ft.; *Commercial*, $2) is the junction of a branch-line to (25 M.) the famous *Arkansas Hot Springs*.

The town of **Hot Springs, Arkansas** (425 ft.; **Arlington*, from $3; *Eastman*, from $3; *Park*, $3-6; *Majestic*, from $3; *Waverly*, $2-3$\frac{1}{2}$; *Great Northern*, R. $1-3; *Waukesha*, 2\frac{1}{2}-3\frac{1}{2}$; *Imperial*, small, well spoken of, $2), with (1900) 9973 inhab., is situated in a narrow gorge between *Hot Springs Mt.* and *West Mt.*, in a spur of the *Ozark Mts.*, and has become one of the most frequented health and pleasure resorts in America. The wide main street is flanked on one side with hotels and shops and on the other with a row of handsome bath-houses. The *Springs*, of which there are upwards of 70, rise on the W. slope of Hot Springs Mt., above the town, vary in temperature from 76° to 158° Fahr., and discharge daily about 500,000 gallons of clear, tasteless, and odourless water. They are used both internally and externally, and are beneficial in rheumatism, gout, neuralgia, and affections of the skin and urinary organs. They contain a little silica and carbonate of lime; but the efficacy of the water is ascribed mainly to its heat and purity. The price for a single bath is 15-50 c., for 21 baths $4-10. The ground on which the springs rise is the property of the U. S. Government, and a large *Army and Navy Hospital* has been erected here for the use of officers, soldiers, and sailors. Among the numerous pleasant points for walks, rides, and drives in the vicinity of the Hot Springs are the *Valley of the Ouichita*, the *Ostrich Farm*, *Gulpha Gorge*, *Hell's Half Acre*, *Happy*

Hollow, Ball Bayou, Crystal Mt., and *Whittington's Peak*. There are several other mineral springs within easy reach, the chief of which are *Gillen's White Sulphur Springs, Potash Sulphur Springs*, and *Mountain Valley Springs*, each with a hotel. Good shooting and fishing are also obtainable.

409 M. *Daleville;* 426 M. *Gurdon;* 457 M. *Hope* (360 ft.).

490 M. **Texarkăna** (300 ft.; *Cosmopolitan*, R. $1; *Randolph*, from $2), a town with 4914 inhab., on the border of Texas and Arkansas, is an important railway-junction, from which connection can easily be made for all important points in Texas, viâ the Texas and Pacific and other railways (comp. p. 594).

92. From Kansas City to San Francisco.

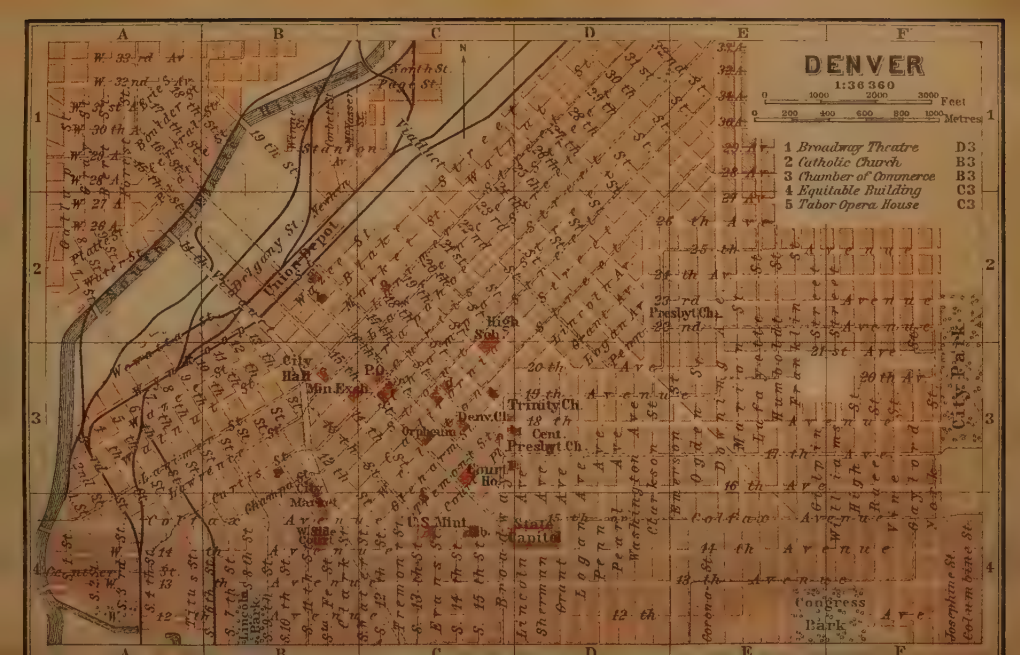
a. Viâ Union Pacific Railway System.

2024 M. Union Pacific System in 72½ hrs. (fare $50; sleeper $10.50). Carriages changed at Denver or Cheyenne. Dining-cars on the through-trains.

Kansas City, see p. 507. The train at first follows the *Kansas River* towards the W. (views to the left). — 39 M. **Lawrence** (760 ft.; *Eldridge Ho.*, $2½), a pleasant little commercial city of 10,862 inhab., situated on both banks of the *Kansas River*, is the seat of the *State University* (1300 students) and also contains the *Haskell Institute*, a government training-school for Indians. We are here joined by the line from (34 M.) *Leavenworth*.

Leavenworth (750 ft.; *New Planters*, $2½; *Imperial*, R. from $1), on the W. bank of the *Missouri*, is a busy industrial and commercial city with 20,735 inhabitants. A colossal bronze statue of *Gen. U. S. Grant* was erected here in 1889. To the N. is *Fort Leavenworth*, an important military post.

We now traverse the great prairies of Kansas, an excellent farming and grazing country. — 67 M. **Topeka** (820 ft.; *Throop, Copeland*, $2-3; *National*, $2; *Rail. Restaurant*), the capital of Kansas, a flourishing city of 33,608 inhab., on both sides of the Kansas River. The chief buildings include the *State Capitol*, the *Post Office and Custom House*, the *State Insane Asylum*, the *Reform School*, the *Free Library* (25,000 vols.), *Grace Church Cathedral, Washburn College*, and *Bethany College*. Topeka has large mills (value of products in 1900, $9,977,605) and a brisk trade. — 104 M. *Wamego* (930 ft.). We cross the *Blue River*. — 118 M. *Manhattan* (960 ft.), with the *State Agricultural College*. — 135 M. *Fort Riley*, an army post with an important military school. The *Ogden Monument* marks the geographical centre of the United States (excl. Alaska). — 139 M. *Junction City* (1020 ft.), for a line to *Clay Centre* and *Belleville*, etc. The *Smoky Hill River* here flows to the left. — 163 M. *Abilene* (1095 ft.; Rail. Restaurant). Large crops of wheat and other grains are raised here. — 186 M. *Salina* (p. 510). We now cross the river. 223 M. *Ellsworth* (1470 ft.); 289 M. *Hays*, with *Fort Hays*. At (303 M.) *Ellis* (2055 ft.; Rail. Restaurant) we change to 'Mountain' time (p. xviii). 377 M. *Oakley* (2980 ft.); 420 M. *Wallace* (3285 ft.; Rail. Restaurant). We now begin to pass from an agricultural to a grazing district, where the


DENVER
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2 Catholic Church B3
3 Chamber of Commerce B3
4 Equitable Building C3
5 Tabor Opera House C3
City Hall
Min. Exch.
P.O.
High Sch.
Trinity Ch.
Denv. Cl.
Orpheum
Cent. Presbyt. Ch.
Court Ho.
U.S. Mint
State Capitol
Presbyt. Ch.
City Market
Union Depot
Congress Bark
City Park
Colfax Avenue
Broadway
Lincoln Park
Viaduct
Delgany St.
North St.
Page St.
Stanton Av.
Water St.
Platte St.
Wazee St.
Blake St.
Market St.
Larimer St.
Lawrence St.
Curtis St.
Champa St.
Tremont St.
Glenarm St.
Court Pl.
Sherman St.
Grant St.
Logan St.
Penn St.
Pearl St.
Washington Av.
Clarkson St.
Emerson St.
Ogden St.
Downing St.
Marion St.
Lafayette St.
Humboldt St.
Franklin St.
Williams St.
High St.
Race St.
Vine St.
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York St.
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useful 'bunch-grass' of the W. affords food, both summer and winter, to millions of cattle. Beyond (452 M.) *Arapahoe* we enter *Colorado* ('Silver State'). 462 M. *Cheyenne Wells* (4260 ft.; Rail. Restaurant). — At (473 M.) *First View* we obtain the first view of the *Rocky Mts.*, still about 170 M. distant. *Pike's Peak* (p. 530) is conspicuous, nearly due W. — Beyond (487 M.) *Kit Carson* (4275 ft.), named after the well-known scout, we follow the *Big Sandy Creek* (left) towards the N.W. 535 M. *Hugo* (5025 ft.), on the middle fork of the *Republican River*. At (550 M.) *Limon* we cross the Rock Island Railway. 563 M. *Cedar Point* (5695 ft.) is the highest point on this part of the line. 618 M. *Watkins* (5515 ft.).

640 M. **Denver.** — **Hotels.** *Brown Palace (Pl. a; C, 3), R. from $ 1½; Metropole (Pl. b; C, D, 3), from $ 3, R. from $ 1; Oxford (Pl. g; B, 2), R. $ 1-2; Adams (Pl. k; C, 3), $ 3, R. from $ 1½; Albany (Pl. d; C, 3), from $ 2½, R. from $ 1; American Ho. (Pl. h; B, 2), $ 2, R. $ 1; Windsor (Pl. c; C, 2), $ 2, well spoken of; Gratmont, R. $ 1-2; St. James (Pl. e; C, 3), $ 2-3½, R. $ 1-1½; New Markham, R. from $ 1. — *Restaurants* at the Brown Palace, Oxford, and other hotels on the European plan.

British Vice-Consul, *Mr. Harold V. Pearce.*

Denver (5270 ft.), the capital and largest city of Colorado, lies on the S. bank of the *South Platte River*, about 15 M. from the E. base of the Rocky Mts., of which it commands a superb view. Denver, the 'Queen City of the Plains', was founded in 1858 and is a striking example of the marvellous growth of western cities, reaching a total of 35,630 inhab. in 1880 and no fewer than 133,859 in 1900. Many of Denver's buildings are large, handsome, and substantial, and the private residences and gardens are often very tasteful. The business-streets are paved with asphalt. It owes its prosperity to its position in the heart of a rich mining district and as the centre of numerous important railways (comp. pp. 510, 527, etc.); while in 1900 its manufactures, including cotton and woollen goods, flour, machinery, beet-sugar, and carriages, were valued at $ 41,000,000.

The *Union Depot* (Pl. B, 2) lies at the foot of Seventeenth Street, one of the chief business-thoroughfares, and electric cars start from here for all parts of the city. The traveller is recommended to ascend 17th St. and 17th Ave. by electric car to the *City Park* (Pl. F, 2, 3; 320 acres) and then to walk across to Colfax (or 15th) Ave. and return by it. On the way out we pass the *Equitable Building* (Pl. 4, C 3; cor. of Stout St.), the roof of which affords a superb *View.

The **Rocky Mts.** are seen to the W. in an unbroken line of about 170 M., extending from beyond *Long's Peak* (p. 515) on the N. to *Pike's Peak* (p. 530) on the S. Among the loftiest of the intervening summits are *Gray's Peak* (p. 515), *Torrey's Peak* (p. 515), and *Mt. Evans* (14,330 ft.). The bird's-eye view of the city at our feet includes the State Capitol (see below) and the fine residences of Capitol Hill on the E.

At the corner of 17th and Glenarm Sts. is the **Denver Club* (Pl. C, 3), and at the corner of Sherman Ave. are the *University Club* (r.) and the *Central Presbyterian Church* (l.; Pl. D, 3). — In returning through Colfax (or 15th) Ave. we pass the State Capitol

(Pl. D, 4), an imposing building erected at a cost of $2,500,000 (in the basement are a few war relics). The County Court House (Pl. C, 3) occupies the block bounded by Court Place and 15th, 16th, and Tremont Sts. — The Custom House and Post Office (Pl. C, 3), 16th St., is another imposing building. — A visit may also be paid to the *U. S. Mint* (Pl. C, 4), cor. of Colfax Ave. and Evans St.

The other important buildings of the city include the **Denver High School* (Pl. C, 2, 3), Stout St., betw. 19th and 20th Sts.; the *City Hall* (Pl. B, 3), cor. 14th and Larimer Sts.; the *Mining Exchange* (Pl. B, C, 3); the *Chamber of Commerce* (Pl. 3, B 3; with the *Mercantile Library*); the *Baptist College* (Montclair); the *Tabor Opera House Block* (Pl. 5; C, 3); the *Broadway Theatre* (Pl. 1; C, D, 3); the *Bijou* (Curtis St.); the *Denver Athletic Club; Trinity Church* (Pl. C, D, 3), Broadway and 18th St.; the *Westminster University of Colorado;* and the Jesuit *College of the Sacred Heart* (College Ave., cor. of Homer Ave.). — On Capitol Hill (beyond Pl. F, 3) are the new buildings of *St. Mary's Cathedral* (R. C.) and *St. John's Cathedral* (Episc.). The *Art Museum*, in *Montclair* (see below), contains a collection of paintings and other objects of art. The new *Museum* in the City Park includes an interesting collection of Colorado animals.

A visit should also be paid to one of the great Smelting Works of Denver, among which may be mentioned the *Boston & Colorado* (at *Argo*, see below) and the *American Smelting & Refining Co.*, both to the N. of the city. The value of the ores reduced here annually amounts to $10,000,000.

A good idea of Denver's suburban growth is obtained by taking the electric tramway at the end of the 17th Ave. electric line and going to the E. over *Capitol Hill* (fine residences) and through *Montclair* to *Aurora*. — Visits may also be paid by electric or cable cars to *Elitch's Zoological Garden* (adm. 25 c.), *Berkeley Lake* and *Park*, and *Manhattan Beach*. The 'Seeing Denver' Observation Cars (comp. p. 17) start twice daily from the Brown Palace Hotel (fare 50 c.), taking two distinct routes, the 'Scenic Section' and the 'Residence Quarter'.

Denver was one of the first cities to adopt the interesting principle of a separate court for juvenile offenders (comp. p. 50), and its *Children's Court* (Judge B. B. Lindsey) has been singularly successful.

Denver is a good centre for numerous excursions, a few of which are enumerated below. Comp. also p. 528 (Colorado Springs, Denver & Rio Grande R. R.) and p. 510.

From Denver to Golden, Central City, and Silver Plume, 51 M., *Colorado & Southern Railway* in 4 hrs. Observation-cars are attached to the trains. — Beyond (2 M.) *Argo* (5215 ft.) and (3 M.) *Argo Junction* we have a good retrospect of Denver, with Pike's Peak (p. 530) in the distance. To the E. is the *Platte River*, to the W. rise the *Rocky Mts.* Farther on we descend into the *Clear Creek Valley*. At (8 M.) *Arvada* we turn to the W. — 16 M. **Golden** (5655 ft.; *Avenue, Crawford*, 821, at the base of the *Table Mts.*,

is a small industrial and mining city, with 2152 inhabitants. We now ascend the picturesque *Clear Creek Cañon*, where the cliffs are sometimes 1000 ft. high. 24 M. *Elk Creek.* — 29 M. *Forks Creek* (6880 ft.; Rail. Restaurant), at the confluence of the N. and S. branches of Clear Creek, is the junction of the line to *Central City* (see below). — The Silver Plume train follows the South Clear. 37 M. **Idaho Springs** (7510 ft.; *Beebe, Portland*, $2½), in the midst of a gold and silver mining district, is frequented for its hot and cold mineral springs (large baths). An excursion may be made to (13 M.) **Chicago Lakes* (11,000 ft.). — We continue to ascend rapidly.

50 M. **Georgetown** (8475 ft.; *Hôt. de Paris*, from $3), a silver-mining town with 1418 inhab., is also frequented as a summer-resort on account of its pure air and beautiful environment. Excursions may be made to (3 M.) *Green Lake* (10,400 ft.; hotel), *Clear Lake* (3½ M.), *Elk Lake* (6 M.), etc. Four-horse coaches run thrice weekly from Georgetown, through the **Berthoud Pass*, to (56 M.) *Grand Lake* (Hotels, $2-2½), and (47 M.) *Hot Sulphur Springs* (The Willows, $3; Kinney Ho., $2), in **Middle Park**, the second of the great Natural Parks of Colorado mentioned at p. 498. Middle Park, the only one on the W. side of the 'Continental Divide', has a mean elevation of about 7500 ft. and an area of 3000 sq. M. It is a noted resort for sportsmen in search of big game. The baths of Hot Sulphur Springs are efficacious in rheumatism, neuralgia, and cutaneous affections.

Above Georgetown the train threads the *Devil's Gate* and climbs up the mountains by means of the famous **Loop*, where it bends back on itself and crosses the track just traversed by a lofty bridge. A little higher up it makes two other sweeping curves, which nearly bring it back upon itself. 54 M. *Silver Plume* (9175 ft.; Windsor Hotel, $2) is now the terminus of the railway.

At either Silver Plume or Georgetown horses may be hired for the ascent of **Gray's Peak* (14,440 ft; 4-5 hrs.), one of the loftiest of the Rocky Mts. The *View is superb, including in clear weather Long's Peak (see below) and Pike's Peak (p. 530). Adjacent is *Torrey's Peak* (14,335 ft.), which may also be ascended.

[The line from Forks Creek to Central City (see above; 11 M., in 55 min.) ascends the *North Clear Creek*, passing numerous quartz mines. Beyond (7 M.) *Black Hawk* (8030 ft.) it overcomes the heavy gradient by long 'switchback' curves. From Black Hawk the *Gilpin County Tramway* (gauge 2 ft.), for the conveyance of ore, ascends rapidly to the *California Mine* (9450 ft.). — 11 M. **Central City** (8500 ft.; *Teller*, $2-3), a busy little mining city, with 3114 inhabitants. An ascent may be made of *James Peak* (13,280 ft.; *View), and a pleasant walk or ride may be taken to (6 M.) *Idaho Springs* (see above) viâ *Bellevue Hill* (fine view of the Front Range).]

From Denver to Boulder and Fort Collins, 74 M., *Colorado & Southern Railway* in 4 hrs. Beyond (3 M.) *Argo Junction* (see p. 514) the train runs to the N. to (30 M.) **Boulder** (5335 ft.; *St. Julian; Bowen*, $2), a small mining city (6150 inhab.) and the site of the *University of Colorado* (970 students), at the mouth of **Boulder Cañon*, which may be visited by carriage (to the *Falls*, 9 M., and back, $5). A branch-line runs from Boulder to (13 M.) *Sunset* (7695 ft.). — Beyond Boulder our line ascends to (14 M.) *Longmont* (4935 ft.) and (61 M.) *Loveland* (4970 ft.; Loveland Ho., Bushnell, $2). From the latter a stage-coach runs to (24 M.) **Estes Park** (6810 ft.; *Estes Park Hotel*, $2-2½; *Elkhorn Lodge*, $2-3), a smaller edition of the Great Natural Parks. [Estes Park is, perhaps, best reached from Denver by the Burlington & Missouri River R. R. to *Longmont* (see above) and (48 M.) *Lyons*, whence stages run to (20 M.) the hotels.] **Long's Peak* (*Long's Peak Ho.*, $2; 14,270 ft.) rises on the S. side of the park and may be ascended from the hotel in 4-6 hrs. (guide necessary; fatiguing); the *View includes a large section of the Rocky Mts. For the ascents of other mountains around Estes Park, see *F. H. Chapin's* 'Mountaineering in Colorado.' Near the hotel is the cottage of the Earl of Dunraven, a member of a company that owns much of the park. — Beyond Loveland the train runs on to (74 M.) *Fort Collins* (4970 ft.; views), connected by railway with (25 M.) *Greeley* (p. 517) and with *Colorado Junction*.

From Denver to Leadville, 151 M., *Colorado & Southern Railway* in 9¼ hrs. — The line runs to the S., crossing the *Platte River*. 8 M. *Sheridan Junction* (5285 ft.), with *Fort Logan*. About 12 M. farther on we reach the **Platte Cañon* (5490 ft.) and begin to ascend rapidly. 29 M. *South Platte* (6035 ft.); 32 M. *Dome Rock* (6200 ft.); 42 M. *Pine Grove* (6740 ft.). The gorge contracts. 52 M. *Estabrook* (7550 ft.), a summer-resort; 69 M. *Webster* (8980 ft.). The line curves nearly back upon itself as we approach the summit at (76 M.) *Kenosha* (9970 ft.). As we begin to descend we have a fine *View of South Park (see below). — At (88 M.) *Como* (9775 ft.; Rail. Restaurant) the Leadville line diverges to the right from that to Gunnison (see below). We now again ascend rapidly, passing several old placer-workings. 94 M. *Halfway* (10,530 ft.). At (99 M.) *Boreas* (11,470 ft.), at the summit of the *Breckenridge Pass*, we reach the culminating point of the line, on the Continental watershed of the Rocky Mts. The descent is abrupt and tortuous. 110 M. *Breckenridge* (9525 ft.; Denver Hotel, $ 3), on the *Blue River*. To the W. and S.W. rise *Mts. Fletcher*, *Quandary*, *Buckskin*, and other peaks; to the N., *Gray's Peak*, *Torrey's Peak*, and *Mt. Powell*. Gold-mining is actively carried on all along this part of the route. — Beyond Breckenridge the train descends to the N., along the Blue River. 116 M. *Dickey* (8980 ft.) is the junction of a branch-line to (7 M.) *Keystone*. Farther on we bend to the left and pass through the *Ten Mile Cañon*. 135 M. *Robinson* (10,820 ft.), in a rich mining district. To the left towers *Mt. Fletcher* (14,265 ft.). To the N.W. rises the famous **Mt. of the Holy Cross** (14,175 ft.), so called from the cruciform appearance presented by two snow-filled ravines which cross each other at right angles (best seen from a point on the road to the W. of Robinson). — At (137 M.) *Climax* (11,290 ft.) we reach the top of Fremont's Pass and begin to descend. 145 M. *Bird's Eye* (10,635 ft.). — 151 M. *Leadville* (10,185 ft.), see p. 533. Leadville is also reached from Denver viâ the D. & R. G. and Col. Midland R. R. (comp. pp. 535, 537).

From Denver to Gunnison and Baldwin, 219 M., *Colorado and Southern Railway* in 20 hrs. — From Denver to (88 M.) *Como*, see above. Our line continues to run towards the S.W., through *South Park*, surrounding or flanking the rocky spurs sent out by the loftier mountains. 105 M. *Garos* (9170 ft.) is the junction of a branch-line to (10 M.) *Fairplay* (9885 ft.) and (16 M.) *Alma* (10,230 ft.), both near the centre of *South Park* (see below). — The valley widens. 114 M. *Platte River* (8935 ft.). From (120 M.) *Bath* or *Hill Top* (9460 ft.) we obtain a view of the *Sawatch* or *Saguache Range*, separating the Gunnison and San Juan country from the valley of the Arkansas and culminating in *Blanca Peak* (14,465 ft.), the highest of the Rockies. We descend rapidly. 127 M. *McGee's* (8650 ft.). — 133 M. *Schwanders* (7815 ft.) is the junction of a line to (4 M.) *Buena Vista* (7945 ft.). About 8-10 M. to the W. of Buena Vista are the three 'Collegiate' peaks of the Saguache Range: *Mts. Yale* (14,185 ft.), *Princeton* (14,190 ft.), and *Harvard* (14,375 ft.). Near their bases are *Cottonwood Hot Springs* (6 M. from Buena Vista; stage). — Beyond Schwanders we cross the Denver & Rio Grande R. R. (p. 535). 142 M. *Mt. Princeton Hot Springs* (8170 ft.; Hotel, well spoken of; mountain to the right); 153 M. *St. Elmo* (10,040 ft.). About 6 M. beyond (156 M.) *Romley* (11,005 ft.) we reach the ***Alpine Tunnel** (11,600 ft.), 590 yds. long, one of the highest pieces of railway in the world. We cross the Continental Divide in the middle of the tunnel and begin to descend towards the Pacific. The *View on emerging from the tunnel includes the *San Juan Mts.* (150 M. to the S.W.), the *Uncompahgre Range* (p. 536), the valley of the *Gunnison*, the *Elk Mts.* (right), and (in the foreground) *Mt. Gothic* and *Crested Butte*. The line runs along a narrow ledge, with perpendicular rocky walls on the one side and the deep valley on the other. The descent is very abrupt. 175 M. *Pitkin* (9180 ft.); 190 M. *Parlin's* (7910 ft.). — At (202 M.) **Gunnison** (7650 ft.), our line meets the *Denver and Rio Grande Railway* (see p. 535). For other routes to the Gunnison district, comp. p. 535. — Beyond Gunnison our line runs on to its terminus at (219 M.) *Baldwin*.

[***South Park** (see above), separated from Middle Park (p. 515) by a range of lofty mountains, has a mean elevation of about 9000 ft. and an

area of 2000 sq. M. Its climate is milder than that of the Parks to the N., and the railways make it more accessible. Numerous excursions may be made from *Fairplay* (p. 516), one of the finest of which is the ascent of *Mt. Lincoln (14,295 ft.), easily accomplished (carriages available nearly to the top). The mountain-view is very grand and extensive. The beautiful **Twin Lakes* (9330 ft.), at the E. base of the Saguache Range, are most easily reached from *Granite* (p. 535).]

One of the finest excursions that can be made from Denver is that arranged by the *Denver & Rio Grande Railroad* under the name of AROUND THE CIRCLE, OR 1000 M. THROUGH THE ROCKY MTS. (fare $ 28; tickets available for 60 days). On this round we cross and recross the Great Divide, thread four wonderful cañons, surmount four mountain-passes (one by coach), reach a height of 11,000 ft., and pass through some of the grandest scenery in America. The round may be accomplished in 4 days, with halts for the night at Durango, Silverton, and Ouray; but it is better to spend a much longer time on it and make various side-trips. — The different sections of this circular tour are described elsewhere. From Denver to *Colorado Springs*, *Pueblo*, and (170 M.) *Cuchara Junction*, see R. 94a; from Cuchara Junction to *Durango*, *Silverton*, and (345 M.) *Red Mountain*, see p. 533; from Red Mountain to (8 M.) *Ouray* (stage), see p. 534; from Ouray to (35 M.) *Montrose* and back to (353 M.) *Denver*, see pp. 536-528.

FROM DENVER TO LA JUNTA, 181 M., *Atchison, Topeka, and Santa Fé R. R.* in 6-7 hrs. Through-carriages run by this route to Kansas City, to Chicago, and to Californian and Mexican points. — From Denver to (117 M.) *Pueblo* this line runs parallel with the Denver & Rio Grande Railway (see R. 94a), passes the same stations, and enjoys the same scenery. — Beyond Pueblo it strikes off towards the S.E. — 181 M. *La Junta*, see p. 519.

At Denver the San Francisco line turns sharply to the right and runs to the N., along the *S. Platte River* and parallel with the Rocky Mts., 30-40 M. to the W. (fine views to the left). — From (658 M.) *Brighton* (4970 ft.) a branch-line runs to *Boulder* (see p. 515). — 686 M. *La Salle* (4665 ft.), the junction of a line to *Julesburg* (p. 496); 691 M. *Greeley* (4635 ft.; Oasis Hotel, from $ 2), a thriving town of 3023 inhab., on the *Cache la Poudre River* (line to *Fort Collins*, see p. 515). Considerable quantities of 'alfalfa' or 'lucerne' (a kind of clover) and other crops are grown all along this line on land which is perfectly barren without irrigation.

747 M. *Cheyenne* (6050 ft.), and thence to —

2024 M. **San Francisco**, see p. 497.

b. Viâ Atchison, Topeka, and Santa Fé Railway.

2118 M. RAILWAY in 63 hrs. (fare $ 50; sleeper $ 11.50). Through-carriages run from Chicago to San Francisco by this route (2576 M.) in 75 hrs. (fare $ 62.50; sleeper $ 14; tourist-car $ 7). A large part of the district traversed is semi-arid, but some points of considerable interest are passed (see p. 519), while the wonderful *Grand Cañon of the Colorado* is most easily reached from Williams (p. 522).

Kansas City, see p. 507. The line runs to the W., along the S. side of the *Kansas River*, and ascends steadily. At (14 M.) *Holliday* (760 ft.) we are joined by the branch from *Leavenworth* (p. 512). 40 M. *Lawrence* (p. 512). At (67 M.) **Topeka** (885 ft.; see p. 512) we are joined by the branch from *Atchison* (p. 506). We now pass through a prosperous district with many small towns. 93 M. *Burlingame* (1040 ft.); 101 M. *Osage City;* 128 M. *Emporia;* 148 M.

Strong City; 173 M. *Florence;* 185 M. *Peabody* (1350 ft.). — 201 M. *Newton* (1440 ft.; Arcade Hotel), the junction of a line running S. to *Galveston*, is the centre of the Mennonite settlements, made up of over 100,000 German and Russian Quakers, who have immigrated since 1874. They are industrious and thrifty, and have built a large academy in Newton.

From Newton to Galveston, 750 M., *A. T. & S. F. Railway* in 30 hrs. — Among the most important intermediate stations are (27 M.) *Wichita* (24,671 inhab.; Carey Hotel, $ 2-3); 43 M. *Mulvane;* 65 M. *Winfield* (5554 inhab.; St. James, $ 2); 79 M. *Arkansas City* (1065 ft.; Rail. Restaurant), a flourishing place with 6140 inhabitants. We now cross the *Arkansas River* and enter **Oklahoma Territory** (the 'Boomers' Paradise'), formerly part of Indian Territory, but purchased from the Creeks in 1889 and opened to white settlers. It has an area of 38,830 sq. M. and a population (1900) of 398,331 (62,390 in 1890), exclusive of about 14,000 Indians. The rush across the border as soon as the new territory was opened has become historical, tent towns with thousands of inhabitants springing up in a single day. Oklahoma is preeminently an agricultural and cattle-breeding district, and the development of agriculture since 1890 has been extraordinary. The produce includes maize, wheat, cotton, and fruit. It will probably be very soon united with Indian Territory to form a State of the Union (comp. below). — 92 M. *Newkirk.* Near (104 M.) *Ponca City* (hotel) is the white Eagle Agency of the Ponca Indians. 139 M. *Perry.* — 168 M. **Guthrie** (980 ft.; *Hotels*), the capital of Oklahoma, is a busy little place with (1900) 10,006 inhabitants. — 199 M. **Oklahoma** (*Lee*, from $ 2½) had 10,037 inhab. in 1900 and has many more now. A side-trip may be made hence to *Shawnee*, with its Kickapoo bark-lodges. At (232 M.) *Purcell* we cross the *Canadian River* and enter **Indian Territory**, a tract of about 31,000 sq. M., set apart for the Indian tribes to the E. of the Mississippi but now largely peopled by whites (comp. also p. 507). The chief civilised tribes located here are the *Cherokees*, *Chickasaws*, *Seminoles*, *Creeks*, and *Choctaws*, and these 'Five Nations' have long enjoyed a considerable measure of Home Rule. The recent large influx of white immigrants has, however, necessitated important changes in the direction of the extension of complete Federal jurisdiction over the Territory; and, in all probability, it will soon be united in one State with Oklahoma (see above). Farming is the chief occupation, but as a rule the Indians rent their lands to white cultivators. The Territory contains numerous schools, churches, public buildings, etc. Between 1890 and 1900 the population rose from 180,390 to 392,060. — We now traverse the lands of the Chickasaw Nation, crossing the *Washita* two or three times. 254 M. *Paul's Valley;* 266 M. *Ardmore* (p. 507). Beyond (325 M.) *Thackerville* we cross the *Red River* and enter *Texas* (p. 589). 339 M. *Gainesville;* 405 M. **Fort Worth** (see p. 595); 432 M. *Cleburne* (Rail. Restaurant), the junction of a line to *Dallas* (p. 595). From (496 M.) *McGregor* a line runs to (20 M.) **Waco** ('Geyser City'; *McClelland Ho.*), with 20,686 inhab., warm Artesian wells, and a large natatorium. 531 M. *Temple Junction* (Rail. Restaurant); 576 M. *Milano*, the junction of a line to *Austin* (p. 592); 608 M. *Somerville;* 684 M. *Rosenberg Junction;* 721 M. *Alvin.* — 750 M. *Galveston*, see p. 593.

211 M. *Halstead* (1385 ft.); 236 M. *Hutchinson* (1525 ft.). We now follow the general course of the *Arkansas River* (left), passing through a good agricultural and cattle-raising district. 276 M. *Ellinwood* (1780 ft.); 333 M. *Kinsley* (2160 ft.). At (369 M.) *Dodge City* (2475 ft.; 1942 inhab.) we change from 'Central' to 'Mountain' time (1 hr. slower; comp. p. xviii). 419 M. *Garden City* (2825 ft.). — Beyond (485 M.) *Coolidge* (3360 ft.) we enter *Colorado* (p. 513). 496 M. *Amity*, with a flourishing Salvation Army Colony, owning 10,000 acres of fertile prairie land; 519 M. *Lamar*

(3600 ft.). Farther on the *Rocky Mts.* begin to come into sight in front, to the right. — 571 M. **La Junta** (prou. 'La Hoonta'; 4060 ft.), a place of 2513 inhab., is the junction of the line from Denver described at p. 517. *Pike's Peak* (p. 530) is seen to the right. Our line runs towards the S.W. — 653 M. **Trinidad** (5995 ft.; **Cardenas*, at the station; *Columbian*, $ 3), the industrial and commercial centre of S.E. Colorado, is a thriving city of 5345 inhab., in which the characteristics of old Mexico and young America are inextricably mixed (comp. below).

At (662 M.) *Mortey* (6745 ft.) we begin to ascend the *Raton Mts.*, which form a conspicuous feature in the views from Trinidad. The gradient is steep. Fine views, especially of the *Spanish Peaks* (p. 532; right). At the top of the pass (7620 ft.) we pass through a long tunnel and enter *New Mexico* (p. 532). The descent is also rapid. 676 M. *Raton* (6620 ft.). The line runs through the central valley of New Mexico, about 20 M. wide, which is traversed by the *Rio Grande del Norte* and several other streams, and flanked by mountains 6000-10,000 ft. high. Agriculture is carried on in the side-valleys and plains by careful irrigation, but the greater part of the Territory is better adapted for grazing. — 742 M. *Wagon Mound.* — From (787 M.) **Las Vegas** (6380 ft.; *Montezuma*, $ 4; *Castañeda*, $ 3-4), an important wool-market with 3552 inhab., on a fork of the *Pecos River*, an electric railway runs to (6 M.) *Las Vegas Hot Springs.*

Las Vegas Hot Springs (6770 ft.; **Montezuma Hotel*, $ 3½-6), about 40 in number, lie on the S.E. slope of the Santa Fé range of the Rocky Mts. and vary in temperature from 75° to 140° Fahr. The water resembles that of the Arkansas Hot Springs (p. 511) and has similar results. It is used both for bathing and drinking. Mud-baths are also used ($ 3, including massage). Many pleasant excursions can be made in the vicinity. The mean annual temperature is 59° Fahr. (summer 73°).

Near (832 M.) *Rowe* lies (r.) the curious old *Pecos Church*, a relic of a Franciscan mission, dating from early in the 17th cent. and abandoned in 1840. Farther on we cross another ridge by the *Glorieta Pass* (7535 ft.) and descend to (851 M.) *Lamy Junction* (6460 ft.; hotel), where the line to (18 M.) *Santa Fé* diverges to the right.

[**Santa Fé** (7040 ft.; *Palace Hotel*, $ 2½-3; *Clare*), the capital of New Mexico, is, next to St. Augustine (p. 447), the most ancient town in the United States, having been founded by the Spaniards in 1605, while the site was occupied long before this by a village of the Pueblo Indians (p. lxvii). It is in many ways a most quaint and interesting place, with its narrow streets, adobé houses, and curious mingling of American, Mexican, and Indian types. It lies in the centre of an important mining district and carries on a considerable trade. Pop. (1900) 5603. The focus of interest is the *Plaza*, or public square, with a *Soldiers' Monument*. On one side extends the *Governor's Palace*, a long low structure of adobé, which has been the abode of the Spanish, Mexican, and American governors for nearly

300 years. It harbours the *Museum of the New Mexico Historical Society*, containing old Spanish paintings, historical relics, and Indian curiosities. The *Cathedral of San Francisco*, a large stone building with two towers, incorporates parts of the old cathedral, dating from 1622. The *Church of San Miguel*, originally built about the middle of the 17th cent., was destroyed by Indians in 1680 and restored in 1710. Other points of interest are the new (now abandoned) and the old *Fort Marcy*, *San Miguel College*, and the *Ramona Industrial School for Indian Children*. Among the chief modern structures are the *State Capitol* and the *Federal Building*. A visit should be paid to the makers of Mexican silver filigree-work, whose shops are mainly in or near the Plaza. Gen. Lew Wallace wrote 'Ben-Hur' in the Palace, while Governor of New Mexico (1879-82). — About 9 M. to the N.W. of Santa Fé is the interesting pueblo of the *Tesuque Indians*, who visit the city daily, bringing firewood on their 'burros' (donkeys). From Santa Fé to *Española* and *Antonito*, see p. 532.

Near (882 M.) *Thornton* (5245 ft.), on the *Rio Grande*, are the pueblos of *Santo Domingo* (grand festival on Aug. 4th) and *San Felipe*. We now follow the bank of the large and rapid Rio Grande.

919 M. **Albuquerque** (4930 ft.; **Alvarado*, $ 3-5, connected with the station by an arcade; *Highland*, burned down in 1904; *European*, $ 2), with 6238 inhab. and a brisk trade in wool and hides, is the connecting-point with the Santa Fé line to *El Paso* and *Mexico*, though the actual point of divergence is 13 M. farther on (see below). The *Railway Station* and the *Alvarado Hotel* are built in the picturesque Spanish Mission style; the latter contains an interesting collection of the 'Arts and Crafts' of the Moki, Zuñi, Navajo, Apache, and Pima Indians.

From Albuquerque to El Paso, 253 M., railway in 9-10 hrs. Through-sleepers run viâ this route from Kansas City to El Paso, connecting with the Mexican Central Railway (comp. p. 589). — We diverge from the line to California at (13 M.) *Isleta Junction* (see below) and run towards the S. 30 M. *Belen* (4785 ft.). The mezquite (*Prosopis juliflora*) now begins to appear. 76 M. *Socorro*; 86 M. *San Antonio*; 103 M. *San Marcial* (Rail. Restaurant); 141 M. *Engle*. 177 M. *Rincon* (4015 ft.; Rail. Restaurant) is the junction of a line to *Deming* (p. 588). 210 M. *Las Cruces*. — 253 M. **El Paso**, see p. 589.

The main route continues due W., while at (932 M.) *Isleta* (see above) the line to *El Paso* diverges to the S. We leave the Rio Grande, and run through a semi-arid and monotonous country, which, however, makes some response to irrigation. The curious-looking *Yucca* is now seen; this and the *Artemisia* are often the only vegetation in the desert, though the foothills are dotted with groves of piñon and cedar. At (985 M.) *Laguna* (5765 ft.) the railway runs through an Indian pueblo, the houses of which are built in terraces two and three stories high. This is the most modern of the pueblos, its foundation dating from 1699.

Visitors to this pueblo find accommodation in the house of one or other of the four or five white families here. The Indians, some of whom

have been educated at Carlisle (p. 288) and speak good English, welcome visitors and offer hand made pottery for sale. Their houses are of stone, plastered with adobé, and some of them are entered, with the aid of ladders, through the roofs. The Roman Catholic adobé church is nearly two centuries old. — About 16 M. to the S.W. of Laguna lies *Acoma*, the most interesting of all the pueblos, discovered by Coronado in 1540. In situation it is as striking as in structure, being 'nobly-perched' on the plateau of a huge rock elevation (carr. there and back $ 5; for 3 or more pers. $ 2 each; blankets and light camp-outfit desirable).

Between Laguna and Acoma, 3 M. to the E. of the latter, rising precipitously 430 ft. above the valley, is the so-called *Mesa Encantada*, or 'Enchanted Table-land' (inaccessible except by ladders and ropes). This was scaled by *F. W. Hodge* in 1897 and found to bear evidence of former aboriginal occupancy, thus verifying a tradition of the Acomas that their ancestors lived on the height, but were forced to abandon their village after a storm had destroyed the only trail, and caused those left on the summit to perish.

Beyond Laguna *Mt. Taylor* or *San Mateo* (11,388 ft.), the loftiest mountain in New Mexico, is seen to the N. (right). Between (1002 M.) *McCarty's* and (1015 M.) *Grant's* the railway follows a stupendous flow of black lava. About 30 M. farther on we pass the Continental Divide (7300 ft.), but there is nothing in the surroundings to suggest that we have reached so high an elevation or are passing from the Atlantic to the Pacific slope. — 1065 M. *Wingate* (6715 ft.), 3 M. from *Fort Wingate*. — 1077 M. *Gallup* (6480 ft.; Rail. Restaurant), with large coal-mines, is the supply station for *Fort Defiance* (stage $ 2½) and the Agency of the great *Navajo* ('Náhvaho') *Indian Reservation*, which lies at some distance to the N. of the line. Indians may be seen at the railway-stations, selling fine Navajo blankets, silver-work, and other home-made articles.

Gallup is also the usual starting-point for a visit to the famous pueblo of **Zuñi**, which lies about 40 M. to the S. (carr. there and back $ 10, 2-4 pers. $ 15).

Beyond (1093 M.) *Manuelito* (6230 ft.) we enter the *Territory of Arizona* ('Sunset Land'). — 1131 M. *Navajo Springs*. — From (1151 M.) *Adamana* (Forest Hotel) a visit may be paid to the extraordinary *Petrified* or *Chalcedony Forests of Arizona*, the most accessible of which lies about 7 M. to the S. (carr. there and back in 6-7 hrs.; fare $ 3, two or more pers. $ 2½ each). Those forests are also visited from (1172 M.) *Holbrook* (5050 ft.; Holbrook Ho., $ 2½; Brunswick). The trip to the largest of them (about 18 M. to the S.) requires a day, and necessitates a stop-over at Holbrook of two nights (carr. there and back $ 2½ each). The seven *Moki* or *Hopi Villages*, the ancient 'Province of Tusayan', are also visited from Holbrook; the famous 'Snake Dances' occur in the latter half of August. — 1205 M. *Winslow* (4825 ft.; Rail. Restaurant). Farther on we cross a bridge, 540 ft. long and 222 ft. high, spanning the (1230 M.) *Cañon Diablo*.

1263 M. *Flagstaff* (6935 ft.; New Bank Ho., $ 2½) was the starting-point of the old stage-route to (70 M.) the *Grand Cañon of the Colorado* (see p. 522). To the N. rise the *San Francisco Mts.* (12,794 ft.), extinct volcanoes, surrounded by a district of cinder cones and lava

beds, like the Phlegræan Fields of Italy. The one known as *Humphrey's Peak* may be ascended with little trouble (7 M. by carriage and 3 M. in the saddle). It affords an extensive *View of the N. wall of the Cañon, the Navajo and Buckskin Mts., the 'Painted Desert' and the Moki Buttes and villages. The *Percival Lowell Observatory* is visible from the train, to the N.W. of the town, and visitors are made welcome.

Driving excursions from Flagstaff may be made to the *Cliff Dwellings* in *Walnut Cañon* (8 M. to the S.); to *Coconino Butte*, with cave-dwellings (9 M. to the N.E.); and to the *Natural Bridge* (275 ft. high; 60 M. to the S.).

1297 M. **Williams** (6725 ft.; *Grand Cañon Hotel*, $3), a cattle-shipping point with 1400 inhab., is the station for the branch-line to the Grand Cañon (see below). The traveller who stops over night may ascend *Bill Williams Mt.* (9265 ft.; 5 hrs., easy bridle-path). The alleged grave of the famous scout, who gave his name to the mountain and the town, is pointed out on the top, but he is really buried 50 M. to the S., where he was killed by Indians. To the N.W. rises *Mt. Floyd.*

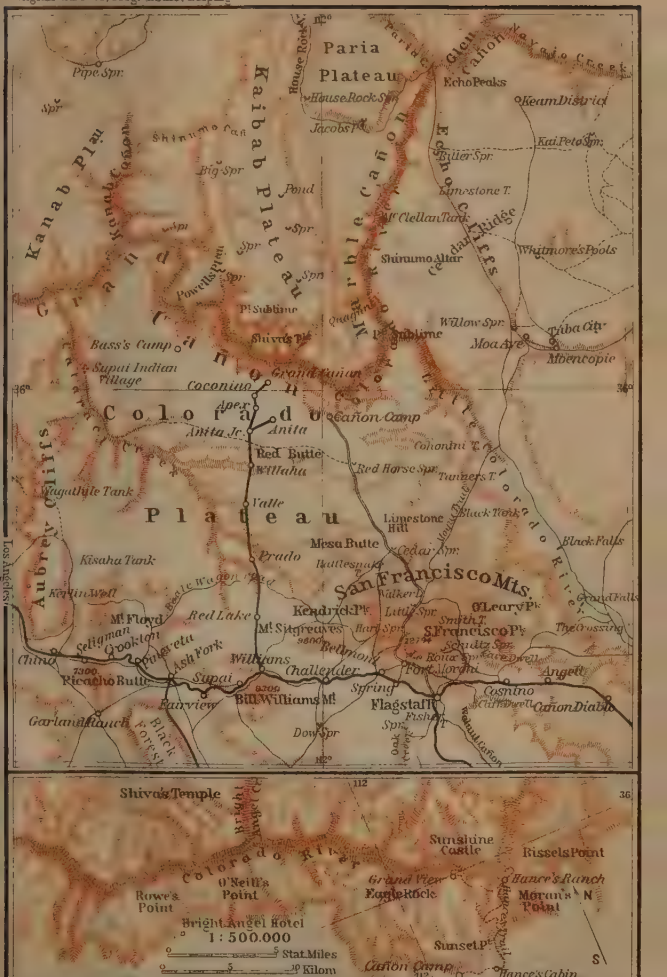
From Williams to Grand Cañon Station, 63½ M., railway in 3 hrs. (return-fare $6.50; chair-car 50 c.; sleeper $2). There is a daily train each way, starting at 2 p.m. from Williams and at 9 a.m. from Grand Cañon station. These connect with the transcontinental trains E. and W., and usually waitf or them when they are belated. A Pullman sleeper for the cañon (berth through $5) is attached to the train leaving Los Angeles at 8 p.m. on Thurs. in winter and picks up passengers at Williams from the west-bound transcontinental train. This sleeper returns on Mon., by the 9 a.m. train from the cañon, and is taken through to Los Angeles by the transcontinental train. Another special train (no sleeper) leaves the cañon at 7 p.m. every Frid. in winter, connecting with the through W. train.

Perhaps the most favourable season for this trip is in the early spring (April, May, or even June), before the intense heat arrives. In the winter months, preferably Dec. and Jan., while the keen, thin, cold air makes the driving and horse-back excursions less agreeable, the effects given by cloud and snow under the brilliant skies are varied and striking. If possible, the stay here should be made under a full moon, and should be prolonged for a week at least.

From Williams the cañon train runs to the N. over level tracts of sage-brush desert, stony land with dwarf firs and pines, sparse bunch-grass, and, finally, pasturage. From (52 M.) *Apex* (6600 ft.) we make a slight descent to (63½ M.) *Grand Cañon Station*, two minutes walk from the *Bright Angel Hotel* (simple, primitive, clean; $3). The house itself, with wooden outbuildings, stands almost on the edge of the cañon. A larger hotel is in course of construction near by, and may be ready for visitors early in 1905.

The ****Grand Cañon of the Colorado,** one of the most stupendous natural wonders of the world, is 3000-5000 ft. deep and 217 M. long, following the river. Its ordinary width is about 10 M.; at Bright Angel it measures 13 M. from the N. to the S. rim. The river, 300 ft. wide at its broadest, is 2400 ft. above the sea-level. The walls of the cañon, which are terraced and carved into a myriad of

Wagner & Debes, Geogr. Estabt. Leipzig



pinnacles and towers, are tinted with various brilliant colours. The cañon was first made specifically known to the world by Major Powell, late Chief of the U. S. Geological Survey, who in 1869 descended it by boat from the Green River (p. 536) to the *Virgin River*, a distance of 1000 M. He believes that the river was running here before the mountains were formed, and that the cañon was created by the erosion of the water acting simultaneously with the slow upheaval of the rocks. The geological student has unfolded to him, in the sides of the cañon, all the strata from the carboniferous formations down to the Archæan granite.

Comp. *Major J. W. Powell's* 'Canyons of the Colorado' (1893), *Capt. Dutton's* 'Tertiary History of the Grand Cañon District' (1892), *Fred. S. Dellenbaugh's* 'Romance of the Colorado River' (1903), and *Geo. Wharton James's* 'In and Around the Grand Cañon'.

There are three main trails by which the traveller can reach the bottom of the cañon, without danger though not without fatigue, either on foot or in the saddle. Horses and guides are supplied at the hotels. — 1. The *Bright Angel Trail*, 5½ M. down from rim to river, of which a small distance must be done on foot, requires 3 hrs. for the descent and 3½ hrs. for the return, with 2 hrs. for rest and luncheon (charge $4 each, including luncheon, horse, and guide). — 2. The *Grand View Trail* is reached by stage (electric railway projected) from Grand Cañon Station, leaving daily at 8.30 a.m., or by private conveyance from Bright Angel Hotel (return-fare, $3) to the (14 M. to the E.) *Grand View Hotel*, a favourite summer stopping-place ($3 a day, $18 weekly). This was the terminus of the old stage-line from Flagstaff (p. 521). The altitude at this point (7500 ft.) permits vast outlooks up and down the river and cañon, and beyond its E. boundary wall. The trail, which begins about 1 M. to the W. of the hotel, is 8 M. in length, of which about 1500 ft. must be taken on foot. — 3. About 4 M. to the E. of the hotel is *Hance's New Trail*, commonly called *Red Cañon Trail*, 6½ M. from rim to river. This is the best of all the trails, especially for the descent, and may be ridden all the way. — Parties are made up at the Grand View Hotel for a three days' trip, descending by Hance's Trail and returning by the Grand View Trail, two nights being spent in camps at the river and half-way up the Grand View Trail. Shelter and food are provided by the hotel without extra charge beyond the daily rate, and each person pays $4 daily for his horse and his share of the guide.

About 2½ M. to the E. of the Grand View Hotel is *Hance's Ranch Hotel*, also on the verge of the cañon, a rough structure for about 30 summer-visitors. It is the starting-point for the trip to (28 M.) *Little Colorado Cañon.*

Some grand views are obtained by walking or driving from the Bright Angel Hotel to *O'Neill's Point*, 2½ M. to the E., and to *Rowe's Point*, 2½ M. to the W. The latter may be included in the drive to (26 M.) *Bass's Camp* (6600 ft.; Havasupai Hotel, simple), another point commanding a superb view of the cañon. The *Mystic Spring Trail*

(5½ M. in length), which begins here, is of great interest, though comparatively little used. It descends by an easy grade (practicable for horses all the way) to the Colorado River, which is 215 ft. wide at this point. Crossing by boat, we may mount the N. bank to *Swampy Point* and *Dutton's Point*, on the extreme brink of *Powell's Plateau*. The view from here, 1000 ft. higher than the S. wall, while not comparable with that from the other side, is well worth this climb. Four days are required for this trip from Bass's Camp and back; and it may be lengthened for two days more, by the ride to *Point Sublime*.

Cataract Cañon and its *Indian Village* may be visited from Bass's Camp on horseback (30 M.), or direct from Bright Angel Hotel by carriage. The U. S. official in charge of this *Havasupai Reservation* can admit visitors only when they bring a letter guaranteeing them to be 'genuine travellers' (freely given by any Santa Fé station-master).

Before reaching (1320 M.) *Ash Fork* (Rail. Restaurant) we thread the rocky *Johnson's Cañon*.

From Ash Fork to Phœnix (194 M.), *Santa Fé, Prescott, and Phœnix Railway* in 9 hrs. — 39 M. *Jerome Junction*, for *Jerome*, with the huge *United Verde Copper Mines*, said to be the largest in the world (annual profit about $ 10,000,000); 57 M. *Prescott* (5300 ft.), in the midst of a rich mineral region; 123 M. *Congress Junction*, for *Congress*. — 194 M. **Phœnix**, see p. 588.

At (1347 M.) *Seligman* (5219 ft.) the time changes from 'Mountain' to 'Pacific' standard (1 hr. slower; comp. p. xviii). The country now becomes more broken, with wide lava beds and frequent rock-formations.

From (1385 M.) *Peach Springs* (Railway Restaurant; no hotel, but lodgings may be found) another trail (too hot for summer-travel) leads through the *Diamond Creek Cañon* to (23 M.) the *Grand Cañon* (p. 522), descending gradually from a height of 4780 ft. to the level of the *Colorado River* (2000 ft.). The view is limited to the river and its opposite wall. Carriages may be obtained at Peach Springs.

At (1403 M.) *Tinnaka* we pass a new Government Indian school on the right. 1408 M. *Hackberry* (3520 ft.), in a mining district. From (1435 M.) *Kingman* (Railway Restaurant) the *Arizona and Utah R. R.* runs to (26 M.) *Chloride*, whence stage and horseback routes lead to the rich mining districts of (28 M.) the *White Hills;* (51 M.) *Eldorado Cañon*, (66 M.) *Rioville*, (83 M.) *St. Thomas*, and (96 M.) *Overton*.

1485 M. *Pocock* (formerly *Mellen*) is the last station in Arizona, and just beyond it we cross the wide *Colorado River* by a noble cantilever bridge 1100 ft. long, and enter *California*. 1497 M. *Needles* (Railway Restaurant, with bedrooms) is so named from the curious pinnacles of purple porphyry and trachytic granite, which have been for many miles in sight. 15 M. to the S. Our train now runs to the W. across the great **Mojave Desert** ('Mohahvé'), an elevated sandy plateau, interspersed with salt lakes and alkali tracts, with little vegetation except yucca-palms, small piñons (nut-pines,

Pinus monophylla), junipers, and sage-brush. Mountains are seen to the N. in the distance.

From (1528 M.) *Goffs* a branch-line runs to the N. to (29 M.) *Barnwell* and (45 M.) *Ivanpah*. 1588 M. *Bagdad* (785 ft.; lunch-counter). From (1612 M.) *Ludlow* a branch-line runs to the S. to (8 M.) *Camp Rochester*.

At (1666 M.) *Burstow* (2210 ft.; Railway Restaurant, with bed-rooms) the through-train divides, one section going to Los Angeles (see R. 93).

The main line to San Francisco continues to the W. through the Mojave Desert, here bordered by low mountains rich in minerals. — 1699 M. *Kramer* (2480 ft.).

From Kramer to Johannesburg, 28 M., *Randsburg Railway* in 1½ hr. — This line serves the wonderful mining district of *Randsburg*, where are found gold, silver, copper, lead, platinum, antimony, sulphur, borax, asbestos, and fuller's earth. From (28 M.) *Johannesburg* stages run to *Ballarat* and *Randsburg*.

We now cross the vast bed of a dry lake, and at (1737 M.) *Mojave* we join the track of the Southern Pacific Railway, which our train follows to (1805 M.) *Bakersfield* (see p. 565). Beyond this point the Santa Fé Railway has its own line into San Francisco, more or less parallel with that of the Southern Pacific Railway (R. 97).

1870 M. *Corcoran* lies 2 M. to the E. of Lake Tulare (see p. 565). The country between here and the mountain-ranges on the E. and S. is still almost unexplored, and is inhabited by the Mariposa and Moquelumnan Indians, whose hand-work, in bowls and baskets, is highly valued by collectors.

From Corcoran a loop-line runs to the E. and then to the N. and W., crossing *King's River* and regaining the main line at (71 M.) *Fresno* (see below). 25 M. *Calva-Visalia* (Palace Hotel, $ 2), on this loop, one of the earliest towns that was settled by Americans in the State (1852). It is the most convenient starting-point for excursions to the High Sierra on the E. (see p. 564). Stages leave daily in summer for the various parks and peaks. The Government road (50 M.) to the *National Sequoia Park* affords a delightful drive, and the round trip from Visalia, with 3 days in the Park, costs $ 35. To the N. and W. is the *General Grant National Park*. To the N.E. are *King's River* and *Kern River Cañons*, and *Mt. Whitney* (15,084 ft.), the highest peak in the country outside of Alaska. The ascent is not difficult, and a splendid *View is obtained from its summit. Three weeks can be given pleasantly to this region. Parties are made up at Visalia and fitted out with animals, guides, and camping equipment, at a cost of $ 2½-3 a day.

1887 M. *Hanford*, a well-built little town, is the centre of a stock-raising, dairy-farming, and fruit-growing region. At (1895 M.) *Laton* are the offices of the *Laguna de Tache Ranch* of 60,000 acres. — 917 M. *Fresno*, also a station on the Southern Pacific line (p. 564).

Farther on we cross the *San Joaquin River* and many of its branches, traversing a land rich in grain and cattle. Beyond (1975 M.) *Merced* (p. 564) are vast fields of the famous 'Merced Sweets' (sweet potatoes or yams); here grows, too, the 'buhach', from which insect-powder is made. We cross the *Merced*, *Tuolumne*, and *Stanislaus* rivers, the names of which recall Bret Harte's stories and poems; the

great placer-mining district of the Argonauts of 1848 and 1849 stretches away to the N.E. Passing (2040 M.) *Stockton* (p. 501), we turn more to the W., with Mt. Diablo on the left, and the N. arm of San Francisco Bay (San Suisun and San Pablo Bays) on the right. After passing (2090 M.) *Muir*, the train crosses a huge viaduct, giving a grand view over *Alhambra Valley* to the above-named bays and the *Straits of Carquinez*. At (2092 M.) *Franklin* we run into the famous tunnel of that name (6000 ft. long), coming out near (2094 M.) *Fernandez*.

Our train passes through (2110 M.) *Port Richmond*, the former terminus of the line, and runs to the S. along the bay to (21 M.) *Oakland* (p. 502) and (2114 M.) *Oakland Pier*, whence the ferry-boat carries us, in 20 minutes, to —

2118 M. *San Francisco* (p. 543).

93. From Kansas City to Los Angeles.

1807 M. Atchison, Topeka, and Santa Fe R. R. in 55 hrs. (fares, etc., as above). Through-carriages run by this route from Chicago to (2265 M.) Los Angeles (fare $ 62.50; sleeper $ 14; tourist-car $ 7) and to San Diego.

From *Kansas City* to (1666 M.) *Barstow* (p. 525), see R. 92 b.

From Barstow our line runs to the S., through the desert, following the course of the *Mojave River;* in the distance are seen dry lakes and extinct volcanic peaks. At (1711 M.) *Hesperia* are large groves of yucca. From (1722 M.) *Summit* (3820 ft.) we descend the *Cajon Pass*, with its stunted pines and scanty vegetation. To the W. are seen Mt. San Antonio (p. 527), to the E. (farther off) the peaks of San Bernardino (14,600 ft.) and San Gorgonio.

1747 M. **San Bernardino** (1075 ft.; *Stewart*, $ 2-3½; *St. Charles*, $ 2-2½), a busy but uninteresting town of (1900) 6150 inhabitants, well situated near the E. margin of the valley of its own name. It was originally laid out by Mormons in 1851, and has prospered as the railway-centre of a rich fruit-growing region. Pleasant drives may be taken to *Arrowhead Hot Springs* (2005 ft.), on a level bench on the mountain side, famous for their sulphur curative qualities, and to the *Squirrel Inn*, on the crest of the mountains. San Bernardino is the junction of a line to *San Diego* and *National City* (see below).

From San Bernardino to (141 M.) San Diego and (147 M.) National City, railway in 5 hrs. At (4 M.) *Colton* (p. 586) this line crosses the Southern Pacific Railway (see R. 103). 6 M. *Highgrove* is the junction of a branch-line to (18 M.) *Perris*, a small settlement supplying an agricultural and a mining district. [From Perris a line runs to (19 M.) *San Jacinto*, passing through a country that is one great grain-field. From (17 M.) *Hemet* on this latter line stages start for *Idyllwild* and *Strawberry Valley Lodge*, a favorite summer camping-ground in the San Gorgonio mountains. Near San Jacinto is the small Indian village of *Sobobo*, one of the scenes in 'Ramona'. — From *Perris* another branch-line goes to (14 M.) *Elsinore*, a summer-resort on the lake of the same name, with many hot springs of curative repute, in a mountainous region rich in minerals and in fine clay

for pottery, and to (26 M.) *Temecula*, famous in 'Ramona' and in the essays of Mrs. Helen Hunt Jackson.]

9 M. **Riverside** (875 ft.; **New Glenwood*, a building of Spanish-Mission architecture, tastefully furnished and well-managed, from $ 3; *Reynolds*, commercial, from $ 2), a town of (1900) 7973 inhab., offers, with the region around, a notable instance of the transformation of an uninviting desert into a garden, by virtue of industry and courage. It is the centre of the seedless navel orange culture, the groves nearly covering a county about the size of Massachusetts. The original tree from which these groves have sprung is guarded by an iron railing, within the town. Over 2,500,000 boxes of oranges (worth $ 2,000,000) are exported annually, each box containing from 80 to 200 oranges. Lemons are also cultivated with success. The town is beautifully laid out, with wide streets bordered by ornamental trees. **Magnolia Avenue* is 10 M. long and 130 ft. wide, with double rows of pepper-trees. No bars nor 'saloons' are allowed in the town, and 'Brad-street' ranks it as the richest community, per caput, in the country. *Sherman Institute*, a famous Indian school, is situated here. The *Albert S. White Park*, within the city limits, contains an unrivalled collection of cacti. The attractive *Public Library* is built in the Mission style. There are many most delightful drives in the neighbourhood, which give the visitor, along with the views of the San Bernardino Range, perfect pictures of every stage of orange-growing. Riverside is a favourite resort of tourists and health-seekers, the air being, curiously enough, at once stimulating and soothing. — From (24 M.) *Corona*, once known as *South Riverside* (700 ft.), we follow the windings of the *Santa Ana River* through its wild and lovely cañon to (47 M.) *Orange*, where we join the line from Los Angeles to San Diego (p. 572).

Beyond San Bernardino our line continues towards the W. Between (1759 M.) *Etiwanda* and (1763 M.) *North Cucamonga* stretch immense vineyards, and good wine is made at the latter place. 1767 M. *Upland* (1210 ft.), formerly *North Ontario*, is a great shipping point for the citrus-growing district of which it is the centre. An electric tramway runs to (2½ M.) *Ontario* (p. 586) through **Euclid Avenue*, which is planted with eucalyptus and pepper-trees. The ascent of *Mt. San Antonio* ('Old Baldy': 8752 ft.) may be made from Upland by driving for 9 M. through *San Antonio Cañon*, and then continuing the ascent on a burro (p. 571).

From (1772 M.) *North Pomona*, a suburb of *Pomona* (junction with the Southern Pacific Railway, see p. 586), the line runs between vineyards, orange-groves, and olive-groves, broken by desert wastes. 1780 M. *Glendora*, a centre for citrus fruit and berries. 1783 M. *Azusa* (Azusa Hotel, $ 2½), is 1 M. to the S. of *San Gabriel Valley*, with its numerous streams giving good fishing for large mountain trout. 1788 M. *Monrovia* (Grand View Hotel, from $ 2), where our line crosses the Southern Pacific Railway (see p. 586), is also connected with Los Angeles by electric cars. 1792 M. *Santa Anita* is often made the starting-point for the ascent of *Mt. Wilson* (p. 570). 1794 M. *Lamanda Park* (1738 ft.).

1797 M. *Pasadena*, and thence to —

1807 M. **Los Angeles** (*Arcade Station*), see p. 566.

94. From Denver to Salt Lake City and Ogden.

a. Viâ Denver and Rio Grande Railroad.

753 M. Railway in 26-28 hrs. (fare $ 18; sleeper $ 5). Through-cars run on this line to San Francisco viâ Leadville (see p. 538), but lovers of the picturesque may choose the narrow-gauge route over *Marshall Pass*, uniting with the other line at Grand Junction (comp. pp. 536, 538).

The somewhat ambitious title of '*Scenic Line of the World*', adopted by this railway, is much more justified by facts than is usually the case with such assumptions, for the railway actually passes through some of the grandest scenery in the United States, and presents many features probably unequalled on any other railway.

Denver, see p. 513. The line runs towards the S., parallel with the Atchison, Topeka, and Santa Fé R. R. (p. 517). To the right flows the *Platte River*, while in the distance are the dim snowy peaks of the *Rocky Mts.* (comp. p. 513). 25 M. *Sedalia* (5835 ft.); 33 M. *Castle Rock* (6220 ft.), so named from a rock that rises from the plain to the left. Pike's Peak (p. 530) may now be seen in front, to the right. — 43 M. *Larkspur* is the station for *Perry Park*, with its fantastic rock formations. To the right, about 8 M. farther on, rises the *Casa Blanca*, a huge white rock 1000 ft. long and 200 ft. high. — 52 M. *Palmer Lake* (7240 ft.; Rail. Restaurant), on the watershed between the *Platte*, flowing N. to the Missouri, and the *Arkansas*, flowing S. to the Mississippi. *Glen Park* (hotel), 'Colorado's Chautauqua', lies 1/2 M. to the S. A road leads to the S.W. from Palmer Lake to (35 M.) *Manitou Park* (p. 537). — The line traverses cattle and sheep ranches. The snowy mountains re-appear from their temporary concealment behind the foot-hills. — 62 M. *Husted* (6595 ft.) Several fantastic rocks are seen to the left. 67 M. *Edgerton* (6420 ft.) is the nearest station to *Monument Park* (p. 531). — As we approach Colorado Springs we have a splendid view, to the right, of Pike's Peak (p. 530) and the Gateway of the Garden of the Gods (p. 530). To the left lies *Monument Creek Park* (p. 529).

75 M. **Colorado Springs** (6000 ft.; **The Antlers*, R. from $ 1 1/2; *Alamo*, $ 2 1/2-4, R. from $ 1; *Plaza*, from $ 2 1/2, R. from $ 1; *Alta Vista*, R. from $ 1; **Broadmoor Hotel*, connected with the Casino, p. 529, $ 3-4), a city of (1900) 21,085 inhab., on an elevated plateau near the E. base of Pike's Peak, is pleasantly laid out, with wide tree-shaded streets, and resembles a well-kept and well-to-do New England country-town. It is the principal health-resort of Colorado, and has become the permanent residence of many who are unable to bear the changeable climate of England or the E. coast. Tramways traverse the chief streets and run to various suburban points.

Colorado Springs was founded in 1871, though a settlement had been made somewhat earlier at *Colorado City* ('Old Town'), a small industrial colony (2914 inhab.), 2 M. to the N.W. (comp. p. 537). No manufacturing is carried on at Colorado Springs, which has been carefully kept as a residential and educational centre, and no 'saloons' are permitted. It is the pleasantest headquarters for exploring the surrounding district (Manitou and Pike's Peak included).

Wagner & Debes Geogl Estabt Leipzig
Woodland Park
Denver
Buena Vista
Burlington
Pueblo
Summit
Divide
C. M. R. R.
Green Mountain Falls
Ute Pass
Ute Park
Culvert
Cascade
West Monument Creek
Blodgett Peak
Edgerton
Cottonwood Cr.
Glen Erie Creek
Pikeview
Cragmor
Austin Bluffs
Palmer Park
Roswell
Garden of the Gods
Williams Canon
Manitou
Colorado City
COLORADO SPRINGS
C. R. I. & P. R. R.
D. & R. G. R. R.
Raspberry Mt
Catamount Cr.
Fountain Cr.
The Crags
Glen Cove
North Fork
Midland
Dome Rock
Gill Creek
East Fork
M. T. R. R.
Sentinel Point
PIKE'S PEAK
14107
Sachett Mt
Cameron Cone
10695
Lake Moraine
Bear Creek
C. & S. R. R.
A. T. & S. F. R. R.
Bernhard Creek
Ryolite Mt
10775
Gillett
Trachyte Mt
10876
Spring Creek
Mt Pisgah
Mineral Hill
Cameron
Cow Mt
Dead Lake
Bald Mt
Seven Lakes
Point Sublime
Broadmoor
Kelker
Fountain Creek
N. Cheyenne Canon
Fairview
S. Cheyenne Canon
Mt Rosa
11427
Cheyenne Mt
9407
St Peters Dome
Rosemont
Mt Rosa Hill
Summit
Saderland
Clyde
C. C. D. R. R.
Middle Beaver Creek
West Beaver Cr.
Cripple Creek
Victor Pass
Independence
Goldfield
Big Bull Mt
Mound
Arequa
Victor
Love

The °View of the mountains from Colorado Springs, well seen from Cascade Avenue, near Colorado College, is very grand. *Pike's Peak* (p. 533) dominates the scene, while to the S. of it (named from right to left) rise *Cameron Cone* (10 635 ft.), *Sachett Mt.*, *Bald Mt.* (12,847 ft.), *Mt. Rosa* (11,427 ft.), and *Cheyenne Mt.* (see below). To the right of Pike's Peak opens the *Ute Pass* (p. 537), and still farther to the right lies the *Garden of the Gods* (p. 530). The *Cheyenne Cañons* (p. 530) lie between Cheyenne Mt. and Mt. Rosa. In the foreground is the high-lying plateau known as the *Mesa* (Span. 'table-land'). To the E. and S. of the town spreads the illimitable prairie, which in certain states of the atmosphere looks startlingly like the ocean — an illusion intensified by the moving shadows, the smoke of distant locomotives, and the outcrop of lines of rocks resembling breakers.

The Climate of Colorado Springs resembles that of Davos and, like it, is especially good for consumption or as a preventive for those predisposed to that disease. It is also well suited to persons suffering from nervous exhaustion, malarial poisoning, and other debilitating affections, but is usually harmful to the aged and to those with organic affections of the heart or nerves. It has more wind and dust than Davos, but also more sunshine and dryness; and as the ground is bare most of the winter, there is no period of melting snow to prevent the invalid staying all the year round. Riding, driving, and the usual winter-sports can be freely indulged in. There is no rain from Sept. till April. In the winter (Nov.-Mar.) of 1888-89 the average temperature at Davos was 26° Fahr., of Colorado Springs 30°; the latter had 300 hrs. more sunshine than the former. The prevailing winds at Colorado Springs are S.E. and N.; the average percentage of humidity is 47. The town is sheltered by the foot-hills, except to the S. E., where it lies open to the great plains; and, being situated where they meet the mountains, it enjoys an openness and free supply of fresh air like the sea-shore, without its dampness. The soil is dry sand and gravel, with a shallow top-layer of garden soil. There are no springs beneath the town-site. Good water is brought from the mountains, and the sewerage system is excellent. The accommodation for invalids is comfortable and there are several good physicians, one of whom is English (Dr. Solly). No invalid should come or remain without medical advice.

Colorado Springs is a capital centre for innumerable attractive drives and excursions. Among the most prominent buildings are *Colorado College* (650 students) and its preparatory school, *Cutler Academy;* the *State Asylum for the Deaf, Dumb, and Blind;* the *National Printers' Home*; the *Opera House*; and the *Hotels* and *Hospitals. Helen Hunt Jackson* ('H. H.'; 1831-85) is buried in *Evergreen Cemetery.* Several charming *Parks* have been laid out within the city itself and on the surrounding bluffs, the latest addition being that on *Monument Creek*, with its three springs, on the W. side of the city. The principal clubs are the *El Paso Club*, the *Pike's Peak Club*, the *New Elks*, the *Golf Club*, and the *Country Club* (polo, golf, tennis, etc.; see p. 530).

Excursions from Colorado Springs.

(1) **Palmer Park**, formerly **Austin Bluffs**, about 3½ M. to the N.E., is connected with the city by two boulevards and commands a magnificent °view of the Rocky Mts., the city, and the plains. The Spanish Peaks, 100 M. to the S., are clearly discernible. To the W. are the peaks mentioned above. To the N. is the *Divide*, or watershed between Colorado Springs and Denver.

(2). Cheyenne Mt. and the Cheyenne Cañons. The foot of **Cheyenne Mt.** (9407 ft.), which rises 5 M. to the S.W. of Colorado Springs, is easily reached in ¼ hr. by electric tramway (10 c.), passing near the pleasant

quarters of the *Country Club* (p. 529) and the *Broadmoor Casino*, with its boating-lake, a good restaurant (D. $ 1.25), ball-rooms, and orchestral concerts. A group of attractive cottages is clustered round it. The *Cheyenne Mt. Road* leads across the flank of the mountain, commanding exquisite views, in which the brilliant red rocks, the blue sky, the green trees, and the dazzling white snow offer wonderful combinations of colour. The road is well kept, but is steep and narrow, so that steady horses, driver, and head are desirable. It goes on to (30 M.) *Cripple Creek* (p. 531) and (22 M.) *Seven Lakes* (10,350 ft ; inn, sometimes closed), but many visitors turn back at the (2½ M.) *Horseshoe Curve*. The summit of the mountain may be reached by a path (1 M.) diverging to the left near the saw-mill. — The *Cheyenne Cañons* are on the N. side of the mountain, and the electric tramway ends near their entrance. The *S. Cañon* (adm. 50 c., on Sun. 25 c.) may be followed on foot to (1 M.) the *Falls*, which descend 500 ft. in seven leaps. From the top of the flights of steps we may ascend to the left to the brink of the cañon (*View) and go on thence to the above-mentioned road, where our carriage may be ordered to meet us. The *N. Cañon* (fine falls, pools, and cliffs) may be followed for 3-4 M. A good view of both cañons is obtained from the Cripple Creek Railway (p. 531).

(3). Garden of the Gods (5 M.). The road leads to the N.W. across the *Mesa* (p. 529), passing (1 M.) the entrance to *Glen Eyrie*, a private estate (visitors admitted), containing fantastic rocky scenery (Cathedral Rock, Major Domo, etc.). About 1 M. farther on we reach the *Gateway of the Garden of the Gods*, consisting of two enormous masses of bright red rock, 330 ft. high and separated just enough for the roadway to pass between. The *Garden of the Gods is a tract of land about 500 acres in extent, thickly strewn with grotesque rocks and cliffs of red and white sandstone. Among the chief features are the *Cathedral Spires*, the *Balanced Rock*, etc. On reaching the cross-roads on the other side of the Garden we may either proceed to the right to (1½ M.) *Manitou Springs* (see below) or return to the left, viâ *Colorado City* (p. 537), to (4½ M.) Colorado Springs.

(4). **Manitou** (6320 ft.; *Cliff Ho.*, $ 3-5; *The Mansions*, $ 2½-5; *Barker*, $ 3-5; *Norris*, *Grand View*, *Pittsburg*, $ 2-4; *Summside*, *Buxton*, $ 2-3), situated in a small valley among the spurs of Pike's Peak, and at the mouth of the *Ute Pass* (p. 537), is largely frequented for its fine scenery and its effervescing springs of soda and iron. It is reached from Colorado Springs by the railway (viâ Colorado City, 6 M.; 10 c.), by electric tramway (10 c.), or by driving across the Mesa or through the Garden of the Gods (ca. 5 M.; comp. above). The waters, which belong to the group of weak compound carbonated soda waters and resemble those of Ems, are beneficial in dyspepsia, diseases of the kidneys, and consumption. The chief springs are the *Navajo*, *Manitou*, *Shoshone*, *Little Chief*, and *Iron*. The water is very palatable and is used both for drinking and bathing; there is a well-equipped *Bath House*. Among the numerous pleasant points within reach of Manitou are the picturesque *Ute Pass* (comp. p. 537), with the fine *Rainbow Falls* (1½ M. from Manitou) and the *Grand Caverns* (adm. $ 1; fine stalactites and stalagmites, often gorgeously coloured); *Williams Cañon*, with (1 M.) the *Cave of the Winds* ($ 1; these two walks easily combined by a trail near the entrance of the Cave of the Winds); the (3 M.) *Red Cañon*; *Ruxton's Glen* and *Engleman's Cañon*; the (3½ M.) *Garden of the Gods* (see above); *Monument Park* (p. 531); the *Cheyenne Cañons* (see above; 8 M.); and the *Seven Lakes* (see above; 9 M. by trail, 25 M. by road). *Manitou Park* (p. 537), at the head of the Ute Pass, is 20 M. distant.

(5). **Pike's Peak** (14,107 ft.), one of the best-known summits of the Rocky Mts., rears its snowy crest about 6 M. to the W. of Colorado Springs and just above Manitou. It is usually ascended by the Manitou and Pike's Peak Railway, which was built upon the Abt cog-wheel system and opened in 1891. The railway begins in Engleman's Cañon, a little above Manitou Iron Springs (p. 537). Its length is 8¾ M., with a total ascent of 7500 ft. or an average of 846 ft. per mile (steepest gradient 1 : 4). The ascent (return-fare $ 5) is made in about 3 hrs., including a stoppage at the *Halfway House* (meal 75 c.), a pleasant little hotel in *Ruxton Park*, frequented by summer-visitors. — The Carriage Road to the top of Pike's Peak

begins at *Cascade*, 6 M. from Manitou (railway; comp. p. 537). It is 17 M. long and has a comparatively easy gradient (carr. to the top and back in 8 hrs., $5 each). — The BRIDLE PATH (6 hrs. on foot or on horseback; horse $5) begins near the railway-station and ascends through *Engleman's Cañon* (trail well defined; guide unnecessary for experts). Another trail, 4½ M. long, now seldom used, ascends from the *Seven Lakes* (p. 530). — The summit is occupied by a small *Inn*, open in summer (meals $1), containing a large telescope. The View is superb, embracing thousands of square miles of mountain and plain. The Spanish Peaks (p. 532) and the grand Sangre de Cristo Range (including Sierra Blanca) are seen to the S. and Long's Peak to the N., while the other peaks visible include Mt. Lincoln (N.), Gray's Peak, Mt. Bross, and the neighbouring mountains named at p. 529. Denver, Pueblo, Colorado Springs, and Manitou are all visible. The ascent of Pike's Peak can be safely made in summer only, owing to the snow; the mountain-railway begins running in June.

(6). FROM COLORADO SPRINGS TO CRIPPLE CREEK, 46 M., *Colorado Springs & Cripple Creek District Railway* in 2¾ hrs. (fare $2.75; return-fare, good for ten days, $5, or for passengers by the transcontinental trains, $2.25; through-carriages from Denver to Cripple Creek, observation-car from Colorado Springs). This railway, popularly known as 'The Short Line', connects Colorado Springs with the rich **Cripple Creek Gold District**, and affords a trip of singular attractiveness in its views of scenery, its glimpses of gold-mining, and the engineering achievement of its construction. It winds round the rim of the cañons, curving in quick loops and sudden returns almost on itself, and passing through nine tunnels. — Leaving Colorado Springs, the train ascends along the margin of *North Cheyenne Cañon* (p. 530) to (3 M.) *Point Sublime* (7159 ft.), affording fine views of the cañon, Colorado Springs, and *Crescent Lake*. On the right, far above us, are the *Silver Cascade Falls*. At (11 M.) *Fairview* (7926 ft.) we reach the junction of the N. Cañon with the *South Cheyenne Cañon*, along the edge of which we now mount, passing (15 M.) *St. Peter's* and (18 M.) *Duffields*, to (21 M.) *Summit* (9918 ft.), where the view is singularly impressive. Along the line we have seen many favourite camping-grounds by the side of pretty mountain-streams, which give abundant trout-fishing. At (30 M.) *Clyde* (3½ M. from *Seven Lakes*, see above) is *Cathedral Park*, with fantastic rock-formations and a cavern of perpetual ice. At (40 M.) *Cameron* (the junction of the Midland Terminal Railway to *Divide*, p. 537) our line forks, the branch to the right crossing *Hoosier Pass* (10,360 ft.) and then dropping suddenly to (46 M.) *Cripple Creek* (see below), while the left branch crosses the lower pass into (45 M.) *Victor* (see below). Both passes afford views of the W. slope of Pike's Peak (p. 530) and the Sangre de Cristo range (p. 535).

Cripple Creek (9300 ft.; *National Hotel*, R. from $1) has changed since 1891 from a small cattle-ranch into one of the chief gold-mining towns in the country, with (1900) 10,147 inhab. and numerous substantial buildings. The annual value of its gold-production is now about $20,000,000. It is connected by electric tramway with *Victor* (The Baltimore, $2½), another important mining-centre, with 4986 inhab.; and a circle-tour by the 'High Line' and the 'Low Line' (fare 25 c.) gives an excellent survey of the various gold-camps of the district.

(7). **Monument Park** (*Monument Hotel*), a tract of curiously eroded sandstone rocks, similar to those of the Garden of the Gods (see p. 530), may be reached from Colorado Springs by road (9 M.; carr. $6-8) or by railway to *Edgerton* (p. 528), from which it is ½ M. distant.

Among other points of interest near Colorado Springs are *Bear Creek Cañon*, 3 M. to the W.; *My Garden* (so named by H. H.), 4 M. to the S.W., on the slope of Cheyenne Mt. (view); *Templeton's Gap* and *Colorado Springs Garden Ranch*, 4½ M. to the N.E.; and *Blair Athol*, a lovely glen to the N. of Glen Eyrie (p. 530).

Beyond Colorado Springs our line continues to run towards the S. To the right we see *Cheyenne Mt.* (p. 529); to the left extends the boundless prairie. Stations unimportant.

119 M. **Pueblo** (4665 ft.; *Union Depot Hotel & Restaurant*, $3, meal 75 c.; *Imperial*, $3-4; *Maine*, $3-4; *Royal, Southern*, $2), situated at the confluence of the *Arkansas River* and the *Fontaine qui Bouille Creek*, is an active commercial and industrial city of 28,157 inhab., with smelting and steel works. It is an important railway-centre and the outlet of a rich mining district (coal, iron, etc.) and also trades in agricultural products. The *Mineral Palace*, a curious building with a ceiling formed of 28 domes, contains specimens of all the minerals produced in the State.

Beyond Pueblo the D. & R. G. R. R. runs due S. on to (210 M. from Denver) *Trinidad* (p. 519), where it joins the main line of the Atchison, Topeka, and Santa Fé R. R. (see R. 92 b).

Cuchara Junction (5940 ft.), 169 M. from Denver, is the point of divergence of the Silverton branch of the D. & R. G. R. R., forming part of the 'Around the Circle' tour mentioned at p. 517. Between Cuchara and (191 M.) *La Veta* (7025 ft.) the isolated **Spanish Peaks** (13,620 ft. and 12,720 ft.) are well seen to the left (S.). Beyond (195 M.) *Francisco* we begin to ascend the *Veta Pass, the summit of which (207 M.) is 9390 ft. above the sea. Two engines are required to draw the train up the steep incline, and great engineering skill has been shown in overcoming its difficulties (maximum gradient 1:10). The most abrupt bend is known as the *Mule-Shoe Curve*. To the right rises *Veta Mt.* (11,175 ft.). We now begin to descend into the *San Luis Valley or Park, the largest of the Great Parks of Colorado (p. 498). It is 100 M. long, 60 M. wide, and about 7000 ft. above the sea-level, and is surrounded by mountains 11-14,000 ft. high. 215 M. *Blanca:* 221 M. *Mortimer:* 228 M. *Garland* (7835 ft.). To the right towers the triple peaked *Blanca Peak* (14,465 ft.), the southernmost of the Sangre de Cristo range and loftiest of the Rocky Mts. — 252 M. **Alamosa** (7545 ft.; *Victoria*, $3; *Rail. Restaurant*), a brisk little town of 1141 inhab., on the *Rio Grande del Norte*, is the junction of a branch-line to (68 M.) *Creede* and of another to *Villa Grove* and *Salida* (see p. 534). [The Creede branch ascends along the Rio Grande del Norte. 17 M. *Monte Vista* (7665 ft.; Blanca, $2-3); 31 M. *Del Norte* (7880 ft.; Windsor Ho., $2); 47 M. *South Fork*. Farther on (61 M.) we pass through the **Wagon Wheel Gap*, a picturesque mountain pass, with *Hot Springs* (Hotel, $2½). 70 M. **Creede** (*Zang*, $2) was one of the most wonderful of the silver cities of Colorado, dating only from the discovery of the ore here in 1891, but already containing 7000 inhab. and producing silver to the value of $4,000,000 in 1892. Its 'boom', however, soon gave out, and in 1900 its population had sunk to 938.] — From Alamosa our line runs towards the S. 266 M. *La Jara* ('La Habra'; 7610 ft.); 272 M. *Manassa*, a Mormon settlement. — 280 M. *Antonito* (7890 ft.; Palace, $2) is the junction of a line running S. to (91 M.) *Española* and (125 M.) Santa Fé.

[The Española branch enters *New Mexico* (p. 533) at (12 M.) *Palmilla* and traverses a district inhabited mainly by Spanish-speaking Mexicans. From (65 M.) *Barranca* a stage runs to (11 M.) the hot springs of *Ojo Caliente*. About 6 M. farther on the train enters the romantic **Comanche Cañon* ('Comanchay'). — 73 M. *Embudo* (5820 ft.), where we reach the Rio Grande del Norte (see above), is the starting-point for a visit to the (20 M.) *Pueblo de Taos* ('Tows'), one of the most interesting and complete of the cities of the Pueblo Indians (see p. lxvii). A grand festival is held here on Sept. 30th. The curious mysteries celebrated by Los Hermanos Penitentes in Passion Week include much self-flagellation and culminate at Easter in a realistic drama of the Crucifixion. — 92 M. *Española* (5590 ft.), a small hamlet, is the S. terminus of the D. & R. G. R. R. On the opposite bank of the Rio Grande is the old Mexican town of *Santa Cruz*, with a 16th cent. church. Excursions may also be made to the (4 M.) *Pueblo of San Juan*, the *Pueblo of Santa Clara*, the *Pueblo de Taos* (see above), etc. Española is connected with (33 M.) *Santa Fé* (p. 519) by extension of the D. & R. G. R. R.]

From Antonito the Silverton line runs towards the W., gradually ascending from the San Luis Valley towards the *Conejos Mts.* ('Conehos'). We repeatedly cross and recross the boundary between Colorado and *New Mexico* ('Sunshine State'). Beyond (306 M.) *Sublette* the railway bends round *Phantom Curve*, so called from the spectral sandstone rocks bordering the track. Below us (left) lies the *Los Piños Valley*. The alignment of the railway here is of the most tortuous character. Beyond (309 M.) *Toltec* we thread a tunnel and enter (315 M.) the imposing *Toltec Gorge, the bottom of which lies 1500 ft. below us. The best view is obtained from the bridge crossed soon after emerging from the tunnel; and just beyond this, to the left, is a *Memorial of President Garfield* (d. 1881). At (331 M.) *Cumbres* (10,115 ft.) we reach the top of the pass across the *Conejos* or *San Juan Mts.* and begin the descent. 344 M. *Chama* (7860 ft.; Rail. Restaurant, meal 75 c.). From (390 M.) *Pagosa Junction* a branch-line runs to (31 M.) *Pagosa Springs* (7110 ft.; hotel; springs, 140° Fahr.). 404 M. *Arboles* (6015 ft.). At (426 M.) *Ignacio* we reach a reservation of the Ute Indians. — 452 M. **Durango** (6520 ft.; *Strater House*, from $ 2; *Palace*, *Inter-Ocean*, $ 2), a progressive town of 3317 inhab., on the *Rio de las Animas*, is the commercial centre of S.W. Colorado.

[From Durango the tourist may, if he prefer, continue the 'Circle' by the *Rio Grande Southern R. R.*, rejoining the main route at *Ridgway* (p. 534). This line passes *Fort Lewis*, crosses the Animas watershed at (21 M.) *Cima* (8590 ft.), and descends the *Mancos Valley* to (40 M.) *Mancos*. This is the starting-point of the trail to the (20 M.) famous *Cliff Dwellings of the Mancos Cañon, which rank among the most important remains of the mysterious cliff-dwellers and should be visited by every student of the native races of America (guide and horses on application to the railroad agent at Mancos). Comp. p. lxvi and 'The Land of the Cliff Dwellers', by *F. H. Chapin*. — At (47 M.) *Millwood* (7640 ft.) we cross the *Chicken Creek Divide* and then descend through *Lost Cañon* to (60 M.) *Dolores* (6960 ft.; hotel). Thence we ascend through the *Dolores Valley* and the narrow *Dolores Cañon* to (96 M.) **Rico** (8735 ft.; *Enterprise Hotel*, $ 2½), a mining centre (pop. 811) amid the *San Miguel Mts.* From Rico the train climbs (gradient 11 : 100) to (110 M.) the **Lizard Head Pass** (10,250 ft.), whence it descends on the other side of the San Miguel Mts., passing (113 M.) **Trout Lake* (9800 ft.; hotel). This descent, by means of the (117 M.) *Ophir Loop* (9220 ft.) and numerous zigzags, iron bridges, and rock-cuttings, taxed the skill of the engineer to the utmost. From (124 M.) *Vance Junction* (8415 ft.) a line runs to (8 M.) Telluride (8760 ft.; *Sheridan*, $ 3), a beautifully situated mining town (pop. 2446), passing the large *Keystone Placer Mine*. Beyond (136 M.) *Placerville* (7295 ft.; hotel) we cross the *Horse-Fly Range*, a spur of the *Uncompahgre Mts.*, at the (149 M.) *Dallas Divide* (8990 ft.), and then descend into the fertile **Dallas* or *Pleasant Valley*, surrounded by snow-capped peaks. 154 M. *High Bridge* (7960 ft.). — 162 M. *Ridgway*, see p. 534.]

Beyond Durango the Silver or 'Rainbow' Route turns to the N. and follows the *Rio de las Animas*. Beyond (459 M.) *Trimble Hot Springs* (6645 ft.; Hermosa, $ 3) the valley contracts and at (469 M.) *Rockwood* (7365 ft.) we reach the beautiful **Animas Cañon*, the walls of which rise 500 ft. above us on the one side and drop 1000 ft. below us on the other. A single mile of track here cost $ 140,000 (28,000 *l.*) to build. On issuing from the cañon we see the curious *Needle Mts.* towering to the right. We then traverse the pretty little *Elk Park*. To the left rises *Garfield Peak* (12,135 ft.). — 497 M. **Silverton** (9225 ft.; *Grand Central*, $ 3), a mining town with 1360 inhab., and the terminus of this branch of the D. & R. G. R. R., lies in *Baker Park*, near the base of *Sultan Mt.* (13,500 ft.), one of the grandest of the San Juan Mts.

We now follow the *Silverton Railway*, one of the most extraordinary feats of engineering in America, which ascends over *Red Mt.* (13,335 ft.) to (16 M.) *Red Mountain*, a small mining town. The line winds backwards and forwards like the trail of a serpent and finally attains a height of 11,235 ft. (2000 ft. above Silverton). The scenery is of the grandest description, and the *View from the summit is superb. The descent is as wonderful as the ascent. Numerous mines are passed.

At Red Mountain we leave the railway and proceed by stage to (12 M.;

a drive of 2½ hrs.) *Ouray*. The road is good and the scenery magnificent. To the left rises *Mt. Abrahams* (12,600 ft.). We pass the *Bear Creek Falls* (250 ft. high) and the **Uncompahgre Cañon*.

Ouray (7120 ft.; **Beaumont Hotel*, $3; *Wilson*, $2½, R. from $1), where we again reach the D. & R. G. R. R., is a picturesque mountain-town with 2196 inhab., frequented for its grand scenery and its hot medicinal springs. To the S. rise *Mt. Hardin* and *Mt. Hayden*; to the N.W. is *Uncompahgre Peak* (14,420 ft.). — The distance from Ouray to *Montrose* (see p. 536) is 36 M. On the way the railway passes the confluence of the *Uncompahgre* and the *Dallas*, (10 M.) *Ridgway* (7000 ft.; Mentone, $3-4; see p. 533), the (22 M.) old *Los Piños Agency*, and (26 M.) *Fort Crawford*, a U. S. military post. From Montrose to *Salida* and *Denver* and to *Salt Lake City*, see p. 536.

Our line from Pueblo now diverges to the right (W.) from the line running S. to Trinidad (see p. 532) We follow the course of the *Arkansas River* (left), crossing various tributaries. To the right fine views are enjoyed of Pike's Peak (p. 530), towering above the lower mountains. — 152 M. *Florence*, with large petroleum tanks and derricks.

From Florence to Cripple Creek, 49 M., railway in 3 hrs. (through cars from Denver in 8 hrs.). This line opens up an important mining district. 31 M. *Wilbur*; 43 M. *Victor* (p. 531). — 49 M. *Cripple Creek*, see p. 531.

161 M. **Cañon City** (5345 ft.; *Strathmore*, $3; *St. Cloud*, from $2½; *Hot Springs Hotel*, 2 M. to the W., $2-3), a small health-resort (3775 inhab.), frequented for its hot mineral springs, situated at the mouth of the Royal Gorge, 2 M. to the W. About 10 M. off is *Dawson's Camp*, a rich gold mine lately discovered on the site of the 'Copper King', an abandoned copper mine. — Beyond Cañon City we pass between the Hot Springs Hotel (left) and the *State Penitentiary* (right) and enter the famous ***Grand Cañon of the Arkansas**, 8 M. of stupendous rocky scenery (granite), through which the railway barely makes its way along the boiling river. At the narrowest point, known as the *Royal Gorge*, where the train stops for a few minutes, the rocks tower to a height of 2600 ft. and the railway passes over a bridge hung from girders mortised into the smooth sides of the cañon. Beyond the cañon we still follow the foaming Arkansas, passing numerous fantastic rocks and crags. Farther on we obtain a good view, in front, of the superb snow-clad **Sangre de Cristo Range*. To the left is the *Broadside Range*. As we near Salida the *Collegiate Peaks* (*Mts. Harvard*, *Yale*, and *Princeton*, see p. 516) come into sight, in front (N.W.).

216 M. **Salida** (7050 ft.; *Monte Cristo*, at the station, $3; *Palmer Ho.*, in the town, on the other side of the river, $2), a small town (3722 inhab.), beautifully situated and commanding a grand mountain-view (to the S., the lower N. peaks of the Sangre de Cristo Range; to the S.W., Mts. Ouray and Shavano; to the N.W., the Collegiate Peaks). The small hill in front of the station (½ hr.; very steep path) is a commanding point of view.

From Salida passengers by the Denver & Rio Grande R. R. have a choice of two routes, uniting at *Grand Junction* (p. 536). The narrow-gauge line (left) crosses *Marshall Pass* (p. 535), while the standard-gauge line, with through-carriages (comp. p. 528), runs

viâ *Leadville* (p. 538). The latter route, which coincides to some extent with the Colorado Midland Railway (p. 537), is here given in small type, while the Marshall Pass line is given as the main route.

FROM SALIDA TO GRAND JUNCTION VIÂ LEADVILLE, 235 M., railway in 9-10 hrs. — The train runs towards the N., with *Mt. Shavano* (14,240 ft.) to the left. 7 M. *Brown Cañon;* 18 M. *Nathrop* (7695 ft.); 26 M. *Buena Vista* (see p. 516). To the left tower the *Collegiate Peaks* (p. 534). 43 M. *Granite* (8945 ft.; comp. p. 516) is the best point for excursions to the *Twin Lakes* (p. 517), one of the finest points in South Park (p. 516). — 56 M. *Malta* (9580 ft.) is the junction of the branch-line to (4 M.) **Leadville** (see p. 538). — 60 M. *Leadville Junction.* At (66 M.) *Tennessee Pass* (10,440 ft.) we cross the Continental watershed (tunnel) and begin to descend towards the Pacific Ocean. To the left rises *Mt. Massive* (14,300 ft.), at the foot of which is *Evergreen Lake.* Just before reaching (74 M.) *Pando* we have a good view (left) of the *Mountain of the Holy Cross* (14,175 ft.; see p. 516). A little farther on we pass through the short but fine *Red Cliff Cañon.* 79 M. *Red Cliff* (8670 ft.). About 5 M. farther on is the *Eagle River Cañon*, where the mining-shafts and miners' dwellings are seen clinging to the sides of the cliffs, 2000 ft. above our heads. Near (87 M.) *Minturn*, to the right, is a rock known as the *Lioness.* From (104 M.) *Wolcott* stages run to (70 M.) *Steamboat Springs*, with a large group of mineral springs. Beyond (133 M.) *Dotsero*, at the confluence of the *Eagle* and *Grand Rivers*, we enter the fine *Cañon of the Grand River*, which is 16 M. long and has rocky sides reaching a height of 2000-2500 ft. We pass through three tunnels, the last 444 yds. long. — 146 M. **Glenwood Springs** (5770 ft.), see p. 538. A branch-line runs hence to (41 M.) *Aspen* (see p. 538). To the S.E. towers *Mt. Sopris* (12,970 ft.). Beyond Glenwood we continue to follow the Grand River, which flows to the left. 158 M. *Newcastle*, and thence to (235 M.) **Grand Junction**, see p. 538.

Beyond Salida the narrow-gauge line runs at first towards the S.W. — 220 M. *Poncha* (7480 ft.; Poncha Hot Springs Ho., Jackson Ho., $2), with hot springs (90-185°), is the junction of a branch-line to (11 M.) *Monarch.* — From (228 M.) *Mears Junction* (8435 ft.) a line runs S. to (74 M.) *Alamosa* (p. 532).

This line also runs through a picturesque district, affording good views (left) of the **Sangre de Cristo Range**, including the *Three Tetons* (p. 487), *Music Peak* (13,300 ft.), and *Blanca Peak* (p. 532).

We continue to ascend rapidly, the line winding backwards and forwards in a series of the most abrupt curves, and affording a striking spectacle of engineering skill. Lofty mountains rise on every side. The top of the ***Marshall Pass,** one of the loftiest passes across the main ridge of the Rocky Mts., is 10,858 ft. above the sea. The view includes *Mt. Ouray* (14,400 ft.), rising close to the line on the right, and the *Sangre de Cristo Range* to the S.E. Snow lies here all the year round.

The first part of the descent is very rapid, and numerous abrupt curves are turned (no standing on the platform allowed). — 259 M. *Sargent* (8480 ft.). We now traverse a bleak moorland district. Beyond (278 M.) *Parlin* (7950 ft.) we repeatedly cross the meandering *Tomichi.* — 290 M. **Gunnison** (7680 ft.; *La Veta Hotel*, with railway-restaurant, $3, meal 75 c.), a town of 1200 inhab., is of considerable importance as the outlet of a rich mining district.

A branch-line runs from Gunnison to (28 M.) **Crested Butte** (8880 ft.; *Elk Mountain Ho.*, $2), a small town, in a district rich in coal, silver, and gold. The *Crested Butte* is close to the town. The **Elk Mts.**, a little to the W., rise finely from the plain and afford good shooting.

Beyond Gunnison we follow the *Gunnison River*, at first on one side and then on the other. — 316 M. *Sapinero* (7245 ft.) is the junction of a line, running through **Lake Fork Cañon*, to (37 M.) *Lake Junction*, near the beautiful *Lake San Cristobal*. An observation car is attached to the train for the passage of the **Black Cañon,* or *Grand Gorge of the Gunnison*, which is 15 M. long and in some respects even grander than the Royal Gorge. Among the most prominent individual features are the *Chippeta Falls* (right) and the **Currecanti Needle*, a lofty pinnacle of rock surmounted by a flag-staff (about halfway down the cañon). The river, which we cross and recross, alternates between foaming rapids and pleasant quiet reaches. Near the end of the cañon we diverge to the left from the Gunnison and follow the cañon of its tributary, the **Cimarron*, one of the finest pieces of the whole gorge. From (329 M.) *Cimarron* (6895 ft.; Rail. Restaurant) we ascend rapidly to (335 M.) *Cerro Summit* (7965 ft.), and then descend, nearly as rapidly, towards the Lower Gunnison. The country now traversed is arid and unattractive. — 343 M. *Cedar Creek* (6750 ft.). 352 M. *Montrose* (5790 ft.; Belvidere, $ 2½, with rail. restaurant) is the junction of the line to Ouray (see p. 534). The *Uncompahgre Mts.*, culminating in *Uncompahgre Peak* (14,420 ft.), are seen to the S.W. (left). Beyond (374 M.) *Delta* (4980 ft.), the junction of a branch-line to *Paonia*, and (44 M.) *Somerset*, in a fruit-growing district, we pass through the *Cañon of the Lower Gunnison*, where the smooth-faced sandstone cliffs are striking. Beyond (398 M.) *Bridgeport* we thread a tunnel 722 yds. long. In approaching Grand Junction we cross the *Grand River*, just above the mouth of the Gunnison.

424 M. **Grand Junction** (4580 ft.; *Buena Vista*, *Grand*, $ 2; *Rail. Restaurant*) is of importance as the junction of the Denver and Colorado Midland railways (see p. 538). We continue to follow the Grand River (left). To the right are the fantastic *Little Book Cliffs*. We traverse the bare '*Colorado Desert*'. At (458 M.) *Utah Line* we enter *Utah* (pp. 498, 539). To the left, in the distance, are the *La Sal* and *San Rafael Mts.* To the right are the *Roan* or *Book Mts.* (7000-9000 ft.), with their variegated cliffs. 480 M. *Cisco.* — At (530 M.) *Green River* (4070 ft.) we cross the river of that name and enter another stretch of desert.

Beyond Green River the train ascends steadily towards the Wahsatch Range. At (555 M.) *Lower Crossing* (4630 ft.) we cross the S. fork of the *Price River*. 595 M. *Price* (5560 ft.); 602 M. *Helper* (Rail. Restaurant). At (606 M.) *Castle Gate* (6165 ft.) we reach the **Castle* or **Price River Cañon,* the entrance to which is formed by two pinnacles of sandstone, 450-500 ft. high, barely leaving room for the railway and river to pass between them. 620 M. *Colton* (7185 ft.). At (627 M.) *Soldier Summit* (7465 ft.) we reach the top of the pass over the **Wahsatch Mts.* and begin to descend on the other side. 633 M. *Clear Creek* (6245 ft.). — 652 M. *Thistle* (5040 ft.)

is the junction of a line to *Manti*, *Salina*, and (132 M.) *Marysvale*. A little farther on we pass through the pretty little *Spanish Fork Cañon* and emerge in the beautiful *Utah Valley* (p. 539). To the S. rises *Mt. Nebo* (12,000 ft.). From (667 M.) *Springville* (4565 ft.) a branch-line, with a wonderful double-circle loop, runs through the *Goshen Valley* to (43 M.) *Silver City*, in the *Tintic Mining District* (p. 542). To the left lies *Utah Lake*, with the *Oquirrh Mts.* rising beyond it. — 672 M. *Provo* (4530 ft.), a thriving little Mormon city, with 6185 inhab., situated on the *Provo River*, a little above its mouth into Utah Lake. A branch-line runs hence through the *Provo Cañon* (waterfalls) to (26 M.) *Heber* (Hot Pots Hotel), with its so-called 'Hot Pots' or natural craters of boiling water. — 688 M. *Lehi* (4545 ft.; comp. p. 542). Farther on we see (left) the small river *Jordan*, connecting Utah Lake with the Great Salt Lake (p. 542). 706 M. *Bingham Junction* (4380 ft.). As we approach Salt Lake City we have a view to the right of the Mormon Tabernacle and Temple.

716 M. **Salt Lake City** (4368 ft.), see p. 539.

Beyond Salt Lake City the train runs to the N., with Great Salt Lake generally in sight to the left. To the right rise the Wahsatch Mts. In the lake are the large and mountainous *Antelope Island* and (farther on) *Fremont Island*. 725 M. *Wood's Cross;* 731 M. *Farmington;* 735 M. *Kaysville;* 738 M. *Layton;* 746 M. *Hooper* or *Roy*.

753 M. **Ogden** (4300 ft.), see p. 498.

b. Viâ Colorado Midland Railway.

706 M. Railway in 26-28 hrs. (fare $ 18; sleeper $ 5). Through-carriages to San Francisco. This line ('Pike's Peak Route') also traverses much fine scenery.

From *Denver* to (74 M.) *Colorado Springs* the train uses the tracks of the Atchison, Topeka, and Santa Fé Railway (see p. 517), practically coinciding with that above described. From Colorado Springs the line runs towards the W. 78 M. *Colorado City*, see pp. 528, 530; 81 M. *Manitou*, see p. 530. 82 M. *Manitou Iron Springs* (6550 ft.), the starting-point of the Pike's Peak Railway (p. 530). Beyond Manitou the train ascends through the beautiful ***Ute Pass**, on the shoulder of Pike's Peak (p. 530), so called because formerly the regular route of the Ute Indians in passing across the mountains to the plains. 86 M. *Cascade Cañon* (7240 ft.; Ramona, $ 3; Rail. Restaurant), the starting-point of the carriage-road to the top of Pike's Peak (comp. p. 531); 87 M. *Ute Park* (7510 ft.; Ute Hotel); 90 M. *Green Mountain Falls* (7735 ft.; Hotel, $ 2-3); 95 M. *Woodland Park* (8485 ft.; hotel), at the head of the Ute Pass, affording a splendid view of Pike's Peak. From (100 M.) *Manitou Park Station* (8465 ft.) a four-horse coach runs to (7 M.) ***Manitou Park** (7500 ft.; Hotel, well spoken of, $ 3). On leaving the Ute Pass we cross the (102 M.) *Hayden Divide* (9200 ft.), part of the Continental watershed.

From Divide the *Midland Terminal Railway* runs towards the S. to (29 M.) **Cripple Creek** (p. 531; 1¾ hr.; through-cars from Denver in 6-7 hrs.), passing (6 M.) *G lleti*, (23 M.) *Victor* (p. 531), and (27 M.) *Anaconda*, all important mining points.

From Divide we descend, passing (111 M.) *Florissant* (8150 ft.), to the fine **Granite* or *Eleven Mile Cañon*, through which rushes the *South Platte River*. We are now traversing *South Park* (p. 516). 123 M. *Howbert* (8520 ft.); 133 M. *Spinney* (8630 ft.); 144 M. *Hartsel Hot Springs* (8890 ft.; Hotel, $ 2-2½), one of the chief resorts in South Park. After crossing the *Trout Creek Pass* (9345 ft.) we descend to (176 M.) *Buena Vista* (p. 516), in the valley of the *Arkansas*. 194 M. *Granite* (8960 ft.); 201 M. *Snowden* (9305 ft.).

213 M. **Leadville** (10,100 ft.; *Vendome*, $ 3-4; *Fifth Avenue*, R. from $ 1; *Cottingham*, $ 2-2½; *Rail. Restaurant*), one of the highest cities and most celebrated mining centres in the world, is finely situated amid towering mountains. Pop. (1900) 12,455. It is especially interesting in all points connected with mines and miners.

Leadville was founded in 1859 under the name of *California Gulch* and was for several years one of the richest gold-washing camps in Colorado. In 1876 the great carbonate beds of silver were discovered, and the population rose for a time to 30,000. The annual yield of silver in the Leadville mines amounts to about $ 15,000,000, and its gold-mining has also again become profitable. The total yield of its mines has been over $ 250,000,000.

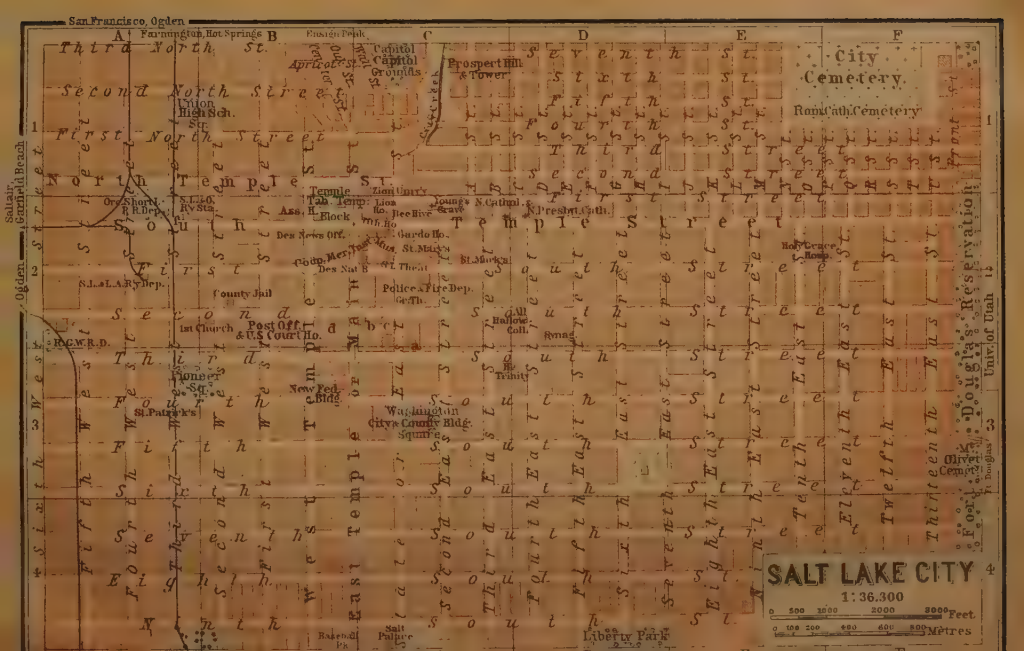
Among the favourite excursions from Leadville are those to the *Soda Springs* on *Mt. Massive*, 5 M. to the W. (reached by a fine boulevard), and to the *Twin Lakes* (p. 517), 14 M. to the S. — From Leadville to *Denver*, etc., by the Denver & Rio Grande R. R., see R. 94 a.

Beyond Leadville the train ascends rapidly towards the ridge of the *Saguache Mts.*, passing the 'Continental Divide' by the (226 M.) *Busk Tunnel* (10,945 ft.) below the *Hagerman Pass* (11,530 ft.). It then descends rapidly, past **Hell Gate*. — From (265 M.) *Basalt* (6615 ft.; Rail. Restaurant) a branch-line runs to (19 M.) *Aspen* (comp. p. 535).

Aspen (7950 ft.; *Jerome*, R. from $ 1), finely situated in the heart of the Rockies, is a mining town with 3300 inhabitants. Silver and lead are the chief sources of its wealth, but gold is also found in the vicinity.

We continue to descend along the *Roaring Fork*. — 289 M. **Glenwood Springs** (5770 ft.; **The Colorado*, with well-kept grounds, $ 4-5; *Hotel Glenwood*, $ 2½-3½; *Kendrick's Cottages*, R. 75 c.), at the junction of the Roaring Fork and the *Grand River*, has of late come into prominence on account of its beautiful situation and hot salt mineral springs. The springs, rising on both sides of the Grand River, have a temperature of 120-140° Fahr., are highly mineralized, and are beneficial in rheumatism, gout, and most diseases of the blood and skin. The bathing arrangements are excellent, including a large swimming basin, 640 ft. long and 110 ft. wide (temp. 95°). A natural Turkish bath may be enjoyed in one of the *Vapour Caves* (105-110°). From Glenwood a branch-line leads to (41 M.) *Aspen* (see above).

301 M. *Newcastle*; 315 M. *Rifle* (5100 ft.); 332 M. *Parachute*; 345 M. *De Beque*. At (378 M.) **Grand Junction** (p. 536) we pass


SALT LAKE CITY
1:36.300
0 500 1000 2000 3000 Feet
0 100 200 400 600 800 Mètres
San Francisco, Ogden
Farmington, Hot Springs
Ensign Peak
Third North St.
Second North Street
First North Street
North Temple St.
South Temple Street
First South Street
Second South Street
Third South Street
Fourth South Street
Fifth South Street
Sixth South Street
Seventh South Street
Eighth South Street
Ninth South Street
Tenth East
Eleventh East
Twelfth East
Thirteenth East
Fort Douglas Reservation
Univ. of Utah
Ft. Douglas
Mt. Olivet Cemet.
Saltair, Garfield Beach
Ogden
Sixth West
Fifth West
Fourth West
Third West
Second West
First West
Third West
Second West
First West
Temple St.
East Temple or Main
Second East
Third East
Fourth East
Fifth East
Sixth East
Seventh East
Eighth East
Ninth East
Tenth East
Eleventh East
Twelfth East
Thirteenth East
Front St.
City Cemetery
Rom. Cath. Cemetery
Prospect Hill & Tower
Capitol
Capitol Grounds
Union High Sch. Sq.
Temple
Tab. Temp.
Zion Univ.
Ass. H.
Block
Des News Off.
Gardo Ho.
St. Mary's
St. Mark's
Des Nat. B.
Police & Fire Dep.
County Jail
1st Church
Post Off. & U.S. Court Ho.
R.G.W.R.D.
Pioneer Sq.
St. Patrick's
New Fed. Bldg.
Washington City & County Bldg. Square
Holy Grace Hosp.
Liberty Park
Salt Palace
Baseball Pk.

on to the lines of the *Rio Grande Western Railway;* and the journey hence to (670 M.) **Salt Lake City** and (706 M.) **Ogden** is the same as that described in R. 94a.

Salt Lake City. — **Hotels.** KNUTSFORD (Pl. a; C, 2, 3), cor. of Third South and State Sts., from $ 4; KENYON (Pl. b; C, 2), cor. Main and Second South Sts., from $ 2½, R. from $ 1; NEW WILSON (Pl. c; C, 2), Second South St., R. from $ 1; CULLEN (Pl. d; B, 2), Second South St., from $ 2; GRAND PACIFIC (Pl. f; A, 2), cor. S. Temple and Third West Sts.

Railway Stations. *Rio Grande Western* (Pl. A, 2, 3), cor. of 2nd S. and 5th W. Sts.; *Oregon Short Line* (Pl. A, 2), cor. of S. Temple and 3rd W. Sts. *Salt Lake & Ogden* (Pl. A, B, 2), 3rd W. St.

Tramways (electric) traverse the principal streets (fare 5 c.). — The 'Seeing Salt Lake City' **Observation Cars** (comp. p. 17) afford a complete and speedy tour of the town (2 hrs.). They start twice daily (10 a.m. and 2 p.m.; fare 50 c.) from the corner of Second South and Main Streets, stopping at the chief hotels to pick up passengers.

Post Office (Pl. B, 2), W. Temple St., cor. 2nd South St.

Streets. Salt Lake City is laid out on a rectangular plan, and its streets are named and numbered in such a way that it is easy to find any given point. The centre of the city is TEMPLE SQUARE or BLOCK (Pl. B, 1, 2), the streets enclosing which are named *North Temple*, *West Temple*, *South Temple*, and *East Temple Streets*. The streets to the N. of N. Temple St. are known as 1st North, 2nd North, and so on; those to the W. of W. Temple St. as 1st W., 2nd W., etc.; those to the S. of S. Temple St. as 1st S., etc.; those to the E. of E. Temple St. as 1st E., etc. Each block is ⅓ M. long. First East St. was recently renamed State St. Popularly, East Temple St. is known as Main St., South Temple St. as Brigham St., and North Temple St. as Jordan St. On the bench in the N.E. part of the city the blocks are smaller, and the streets narrower and named differently.

Salt Lake City (4368 ft.), the headquarters of the *Church of Jesus Christ of Latter Day Saints* or '*Mormons*' and the capital of the state of *Utah*, is admirably situated in a spacious upland valley, encircled by mountains, which approach the city closely on the N. and E. (Wahsatch Range), while they are 20 M. distant to the S. and 18 M. distant to the S.W (Oquirrh Range). *Great Salt Lake* (p. 542) lies 12 M. to the N.W. The city is regularly laid out and the streets are wide and shaded with trees. Each house in the residence-quarters stands in its own garden, the general effect being cool and pleasant. In 1900 the population was 53,531.

Salt Lake City was founded in 1847 by the *Mormons*, under *Brigham Young* (p. 540), who had been driven from Nauvoo (Ill.; see p. 405) the previous year and had made a long and perilous journey across the Indian-haunted plains. The district was then a barren and unpromising desert, but the industrious Mormons set to work at once to plough and plant and began that system of irrigation which has drawn out the latent capabilities of the soil and made the Utah valleys among the most productive regions in the country. The *Territory of Utah* was organized in 1850, with Brigham Young (d. 1877) as the first governor. A copious stream of Mormon immigrants soon set in from Europe; and, in spite of numerous collisions with the U. S. Government on the question of polygamy, the history of the city and territory has been one of steady progress and development. Of late years the proportion of 'Gentile' (*i.e.* Non-Mormon) inhabitants in Salt Lake City has increased very rapidly and introduced many new features and problems into the situation. Polygamy has been declared illegal by the U. S. Courts and has been nominally discontinued. In 1896 Utah was admitted to statehood.

† 'Early in 1820, at Manchester (N. Y.), *Joseph Smith*, then fourteen years old, became interested in a religious revival but was puzzled by the conflicting doctrines taught. He asked of God in prayer, which sect was right. In answer he saw a vision of God the father and his son Jesus Christ, and was told that all the sects were wrong. In subsequent visions he learned that he was to be the instrument in restoring the Gospel and the Holy Priesthood of the Son of God to men, and in establishing the Church and Kingdom of God upon the earth, never more to be overthrown; also where he would find the inspired history of the aborigines of America engraved in ancient characters on metal plates. This he afterwards translated into English, by the power of God, and published in 1830, as the Book of Mormon. It has been translated and published in Danish, French, German, Italian, Welsh, Swedish, Spanish, Dutch, Hawaiian, Samoan, and Maori, and translated into Hindostanee, Turkish, and Hebrew. On May 15th, 1829, John the Baptist appeared to Joseph Smith and *Oliver Cowdery*, laid his hands on them, and conferred upon them the Aaronic or Lesser Priesthood. The same year the apostles Peter, James, and John appeared to them and conferred upon them the Apostleship of the Melchisedek or Higher Priesthood.

'The Church of Jesus Christ of Latter-Day Saints was organized with six members, on April 6th, 1830, at Fayette (N. Y.), by Joseph Smith, by appointment and instruction from God. Twelve apostles, also seventies, high priests, elders, bishops, priests, teachers, and deacons, have been since ordained, now numbering many thousands. They have preached the Gospel to many nations, and hundreds of thousands of believers have been baptized. *Joseph F. Smith*, a nephew of the original founder, is the present president of the Church, with *John R. Winder* and *Anthon H. Lund* as his counsellors, the three constituting the First Presidency.

'Driven from Missouri and Illinois, with their prophet and president, Joseph Smith, and his brother Hyrum murdered in Carthage jail (Ill.) on June 27th, 1844, by an armed mob, the Latter-day Saints were led by *Brigham Young* to Salt Lake in 1847, spreading since into the regions about. They now number over 346,000 and have built six Temples to the Lord, the most imposing of which is at Salt Lake City.

'The Latter-Day Saints believe in God the Father; his son Jesus Christ and his atonement; the Holy Ghost; the Gospel, the first principles being faith, repentance, baptism by immersion for remission of sins, and the laying on of hands for imparting the Holy Ghost; the resurrection of the dead, and the eternal judgment; the necessity of divine authority, by calling and ordination, to preach the Gospel and administer its ordinances; apostles, prophets, seventies, high priests, elders, bishops, priests, teachers, and deacons, for the work of the ministry; revelation from God; the Bible, Book of Mormon, and other inspired books; the gathering of Israel and the building up of Zion and Jerusalem; the sacredness and eternity of marriage; and the personal reign of Christ upon the earth as King of Kings and Lord of Lords.'

Temple Block (Pl. B, 1, 2), the Sacred Square of the Mormons, lies near the centre of the city and forms the chief object of interest to strangers. It is 10 acres in area, is surrounded by a high adobé wall, and contains the Tabernacle, the Temple, the Assembly Hall, and the Bureau of Information. Visitors are admitted from 8 to 5.

The *Bureau of Information*, near the S. gate of the grounds, was established in 1902 for the benefit of strangers, who can procure guides here (gratis) for the Tabernacle and other points of interest.

The ***Tabernacle** (Pl. B, 2), built in 1864-67, is a huge and extraordinary structure, in the shape of an oval or ellipse, 250 ft. long, 150 ft. wide, and 70 ft. high. It is surmounted by a wooden

† This statement of the origin and doctrines of Mormonism was drawn up for *Baedeker's United States* in the office of the President of the Church of Jesus Christ of Latter-Day Saints.

roof with iron shingles, resembling the shell of a turtle or the inverted hull of a ship, supported by 44 sandstone pillars.

The **Interior**, presenting one of the largest unsupported arches in the world, has seats for over 8000 people and can accommodate about 12,000. Amorphous though it be, there is something imposing in its size and proportions, while it is well adapted for speaking and hearing. The building is surrounded by a gallery, except at the W. end, where there are a platform for speakers, seats for the choir and others, and an immense and fine organ. Public religious services are held in the Tabernacle every Sunday at 2 p.m., and it is also used for lectures, sacred concerts, and other meetings. It is open to visitors daily, 8-5.

A little to the E. of the Tabernacle is the ***Temple** (Pl. B, 2), a large and handsome building of granite, erected in 1853-93, at a cost of over $4,000,000. It is 186 ft. long from E. to W. and 99 ft. wide. At each end are three pointed towers, the loftiest of which, in the centre of the E. or principal façade, is 210 ft. high and is surmounted by a colossal gilded figure (12½ ft. high) of the Angel Moroni (by *C. E. Dallin*).

The **Interior** (not accessible to strangers) is elaborately fitted up and artistically adorned. The Temple is used for the administration of ordinances, including marriage (for this world and the next, or for eternity alone), baptism for the dead, prayer, theological lectures, preaching, teaching, ordinations, etc.

The **Assembly Hall** (Pl. B, 2), to the S.W. of the Tabernacle, is a granite building with accommodation for 3000 people, intended for divine service. — The famous *Endowment House*, which stood at the N.W. corner of the Temple Enclosure, has been pulled down. At the corner of North Temple and Main Sts. stands the *Latter-Day Saints* or *Zion University* (Pl. C, 1, 2), attended by over 1000 students. At the S.E. corner of the Temple Square is the *Pioneer Monument*, surmounted by a copper *Statue of Brigham Young* (p. 540) which was unveiled in 1897, 50 years after the arrival of the first band of pioneers in the valley.

We now follow South Temple Street towards the E. To the right is the *Deseret News Block* (Pl. C, 2), a large brown-stone building where the oldest newspaper to the W. of the Missouri is published. To the left are the *Tithing Office* and *Tithing Storehouse*, where the Mormons pay their tithes in kind. A little farther on, also to the left, are the *Lion House* (Pl. C, 2; with a lion over the entrance), one of the residences of Brigham Young; the *Office of the President of the Mormon Church;* and the *Beehive House* (Pl. C, 2; surmounted by a beehive, Utah's emblem), another of Brigham Young's houses. On the opposite side of the street (right) are the huge shoe-factory and warehouse of *Zion's Co-operative Mercantile Institution* (Pl. C, 2); the office of the '*Juvenile Instructor*'; the office of the *Historian of the Mormon Church;* and the *Gardo House* (Pl. C, 2), or *Amelia Palace*, opposite the Beehive House.

A little farther to the N.E., through the Eagle Gate, is *Brigham Young's Grave* (Pl. C, 2), surrounded by an ornamental iron railing.

About ½ M. to the N. of this point is *Prospect Hill* (Pl. C, 1), with a tower commanding an excellent View of the city, its environs, and Salt

Lake. Fort Douglas (see below) is seen to the E. — A still more extensive view is obtained from *Ensign Peak* (5050 ft.), which rises a little farther to the N. and may be ascended nearly all the way by carriage. To the N. lies *City Creek Cañon*, with some pretty scenery.

The other parts of the city call for no especial comment. The *Salt Lake Theatre* (Pl. C, 2), at the corner of State and 1st S. Sts., is a large building. The *Grand Theatre*, near the corner of Second South and State Sts. (Pl. C, 2), is more recent. The imposing *City and County Building* is in Washington Sq. (Pl. C, 3), and the new *Federal Building* (Pl. B, 3) is in Main St., between Third and Fourth South Sts. A new *Capitol* is in contemplation in *Capitol Grounds* (Pl. C, 1), near Prospect Hill (see above). Among the educational establishments are the *Utah State University* (800 students), to the E. of the city, near Fort Douglas, and the *High School* (Pl. B, 1), in Union Sq. The *Exposition Grounds*, where annual fairs are held, are in *Agricultural Park*, near the banks of the Jordan (beyond Pl. A, 1). — The *Salt Palace* (Pl. C, 4), to the S. of the city (tramway), is used for dramatic, musical, and other performances.

On a plateau (500 ft.), 3 M. to the E. of the city, is **Fort Douglas** (Pl. F, 1-4), a U. S. military post, reached by electric tramway (fare 5 c.). Fine views from the post and from the road to it. Parade and band-concert every afternoon.

Great Salt Lake, the nearest point of which is 12 M. to the N.W. of Salt Lake City, is 80 M. long and 30 M. wide. Several rivers flow into it, but it has no outlet and gets rid of its superfluous water by evaporation. Its water, which is extraordinarily buoyant, contains about 25 per cent of pure salt (ocean 3-4 p. c.; Dead Sea 24 p. c.). A bathe in it is very exhilarating, but bathers should be careful not to get any of the brine into their mouth or eyes. The lake contains several islands, the largest of which are *Antelope* and *Stansbury*. It is very shallow in places, and varies in depth and extent periodically. The tints of the water, especially at sunset, are often very beautiful. There is said to be a submarine volcano in the arm of the lake near Ogden (p. 498). The lake may be conveniently visited by taking the *Salt Lake & Los Angeles R. R.* to (14 M.) **Saltair**, a well-equipped bathing resort with a comfortable hotel.

The *Warm Sulphur Springs*, just to the N. of the city, and *Beck's Hot Springs*, 2 M. farther on, are frequented for their medicinal qualities.

Among the chief points of resort among the *Wahsatch Mts.* are the *Big Cottonwood Cañon*, a day's drive from the city; the *Little Cottonwood Cañon*; the *Weber* and *Ogden Cañons*, to the N. (p. 498); and the *American Fork* and *Provo Cañons*, to the E. of Utah Valley, to the S.

From Salt Lake City to Caliente, 337 M., *San Pedro, Los Angeles, & Salt Lake Railway* in 20 hrs. (fare $ 1.80; sleeper to Modena $ 2½). This new railway opens up a good mining region and is to be prolonged to Los Angeles (p. 566). — The line runs towards the S. From (29 M.) *Lehi Junction* a branch-line runs to (50 M.) *Tintic Junction*, in the Ophir and Tintic mining district. At (47½ M.) *Provo* (p. 537) we intersect the Rio Grande Western Railway. From (88 M.) *Nephi* a branch-line run to (42 M.) *Manti*. At (132 M.) *Lynn Junction* we unite with the line coming from Salt Lake City via Tintic Junction (see above). 221½ M. *Milford*. 257 M. *Lund* and (287 M.) *Modena* are the usual starting-points for a visit to the upper valley of the Virgin River†, in S.W. Utah. The stages (from Lund, 30 M., daily; from Modena, 60 M., thrice weekly) run across the lower end of the

† The data for this account of the Virgin River Valley were supplied by *Mr. F. S. Dellenbaugh*, who visited it in 1903.

Escalante Desert to *St. George* (ca 2800 ft.; Daggett Ho., well spoken of), a small town of about 2500 inhab., with a mild and dry climate and more days of sunshine than any other spot in the United States. It is completely surrounded by high cliffs and mountains, the highest being the *Pine Valley Range* (ca. 10 000 ft.). Travellers who do not wish to be tied to the settlements should hire a conveyance and camp-outfit here. The valley contains some of the most extraordinary cliff and cañon scenery in the West, rivalling the Yosemite and the Grand Cañon. About 20 M. to the N.E. of St. George lies *Toquerville* (Stapley Ho.), and the entire stretch of river above this point is a wonderland of magnificent cliffs. There are two branches, called by the Indians *Parowanweap* and *Mukoontoweap*. The latter is the remarkable valley named *Little Zion* by the Mormons, who have a settlement, *Springdale*, near its foot. The dominating note is the *Great Temple Butte* (7500 ft.; 4000 ft. above the river), a stupendous vertical mountain of bare rock, which rises at the junction of the two branches. The colours of this rock are as remarkable as the Titanic form; the red of the base merges into yellowish white at the top, with a supreme cap, on the plateau-like summit, of a dark red. The colours vary with the light also. Throughout the region there is an extravagant play of colour, with very little green. Sheer precipices compose the sides of the Great Temple, which has never been surmounted. Everywhere are more or less vertical cliffs of startling proportions. There are no bridges over the river, which, however, is easily crossed, except in time of flood. Along this portion lie the villages of *Virgin*, *Grafton*, *Rockville*, and *Springdale* (see above), where accommodation may be obtained in small inns. Both branches of the river are accessible by wagon or on horseback for a considerable distance above the settlements. When the 'Narrows' of the Mukoontoweap are reached, farther progress is impossible, except on foot, as the walls approach to within 12-15 ft. of each other, and the cañon is more than 1500 ft. deep, the narrowest deep cañon in the country. The similar narrows of the Parowanweap branch are harder to reach, as there is a dense growth of underbrush for several miles. — 337 M. *Calientes*.

95. San Francisco.

Arrival. *Railway Passengers* from the N., E., and S. leave the train at *Oakland* (see p. 502) and reach San Francisco at the *Union Ferry Depot* (Pl. G, 2), at the foot of Market St., where cabs (50 c.), hotel-omnibuses (50 c.), and cable, electric, and horse cars (5 c.) meet the steamer. — Those arriving by *Steamer* also land in the same neighbourhood. — The only regular *Railway Station* in the city is that of the *Southern Pacific Co.* (Pl. G, 5), at the cor. of 3rd and Townsend Sts., for Menlo Park, Santa Clara, Santa Cruz, San José, Tres Piños, Monterey, Paso Robles, etc. (comp. p. 556).

Hotels. Fairmont (Pl. k, F 3; to be opened early in 1905), a colossal structure, with a fine outlook, covering with dependencies the square bounded by California, Sacramento, Mason, and Powell Sts.; St. Francis (Pl. l, F 3; 450 beds), corner of Powell St. and Union Square, R. from $ 2. — Palace (Pl. a; F, 3), at the corner of Market St. and Montgomery St., a huge building (1200 beds) surrounding an interior court, front-room from $ 4, court-room (undesirable) from $ 2. — Occidental (Pl. f, F 3), cor. of Montgomery and Bush Sts., a resort of army and navy men with their families, from $ 3, R. from $ 1; California (Pl. b; F, 3), Bush St.; Lick House (Pl. c; F, 3), cor. of Montgomery and Sutter Sts., R. from $ 1; Russ House (Pl. i; F, 3), cor. of Montgomery and Pine Sts., from $ 2, R. from $ 1, these last two mainly for men; Grand (Pl. d; F, 3), opposite the Palace, of which it is an annex, R. $ 1-5. — **Family Hotels** in quieter districts (special terms for prolonged stay). Colonial (Pl. m; E, 3), S.E. corner of Pine and Jones Sts.; Plymouth (Pl. n; E, 3), N.E. cor. of Bush and Jones Sts.; Savoy (Pl. o; F, 3), cor. of Post St. and Union Square; Sequoia (Pl. p; E, 4), N.W. cor. of Hyde and Geary Sts.; Knickerbocker (Pl. q; D, 3), 160 Van Ness Ave., between Sacramento and California Streets.

Restaurants (the San Francisco restaurants are generally excellent; perhaps in no city in the world can so perfect a dinner be had at so moderate a cost). At the *St. Francis*, *Palace*, *Occidental*, *California*, and other hotels (see p. 543); *Marchand*, cor. of Geary and Stockton Sts.; *Poodle Dog* (old; in same building for over 50 yrs.; shabby but good), 445 Bush St.; *New Poodle Dog*, cor. of Eddy and Mason Sts.; *Pup Rotisserie*, 10 Stockton St.; *Tortoni*, 111 O'Farrell St.; *Delmonico*, 112 O'Farrell St.; *Jules*, 317 Pine St. (excellent Californian wines); *Techau Tavern*, 109 Mason St.; *Babcock*, 328 Larkin St.; *Matias* (Mexican), 525 Broadway; *La Madrilena* (Span.), 273 O'Farrell St. — Places frequented by ladies are the *Vienna Model Bakery*, 222 Sutter St.; *Swain's Bakery*, 207 Post St.; *The Peacock*, 229 Geary St.; *Woman's Exchange*, 26 Post St. — *Chinese Restaurants* (see p. 549), 642 Jackson St.; 803 Dupont St.

Tramways. An excellent system of *Cable* and *Electric Cars* (fare 5c.) traverses all the main thoroughfares and neutralizes the steepness of most of the streets (comp. p. 545). An elaborate system of transfers makes it possible to go from almost any point in the city to any other point for a single fare. The stranger should visit one of the 'Cable Power Houses' (*e.g.* at the cor. of Market and Valencia Sts.), or the main 'Electric Power House' at North Beach (reached by the Fillmore St. cars). Permits to view these houses may be obtained at the Chief Engineer's Office in the first-mentioned house. — *Steam Cars*, communicating with the street-lines at Central Ave. (Pl. B, 3, 4) run to Sutro Heights and the Cliff House (p. 551; through-fare 5c., incl. transfer). — An *Observation Car* (fare 25c.; comp. p. 17), starting daily at 10 a.m. and 2 p.m. from the cor. of Market and Montgomery Sts. (returning at 1.30 p.m. and 5.30 p.m.), traverses 20 M. of streets, stopping at the Mission (p. 548), the Affiliated Colleges (p. 548), and the Cliff House (p. 551), and affording a good general survey of the city.

Cabs. With one horse, one pers., 1 M. 50c., with two horses (hacks) $ 1½, two pers. $ 1, $ 2½; per hr. $ 1 (2 pers.), $ 3 (4 pers.), each addit. hr. $ 1, $ 2. Heavy baggage is usually transported by the transfer companies. — **Ferries**, plying from the foot of Market St., see p. 551.

Places of Amusement. *Majestic Theatre* (Pl. E, 5), at the S.E. cor. of 10th and Market Sts.; *California Theatre* (Pl. F, 3), 414 Bush St. (tastefully fitted up); *Grand Opera House* (Pl. F, 4), Mission St., between 3rd and 4th Sts.; *Columbia Theatre* (Pl. F, 4), Powell St., between Eddy and Ellis Sts.; *Alcazar* (Pl. F, 3, 4; stock company), 114 O'Farrell St.; *Orpheum* (Pl. F, 4), opposite the last (variety show); *Tivoli Opera House* (Pl. F, 4), cor. of Eddy and Mason Sts. (cheap but fair performances of opera); *Fischer's Theatre*, 122 O'Farrell St. (Pl. F, 4; burlesques). In the last three houses, smoking is allowed, but not drinking. — *Chinese Theatres*, see p. 549. — The *Chutes*, in Fulton St., near 10th Ave., is a popular place of entertainment, with park, theatre, chutes, etc. — *Racecourses* at Ingleside, to the S. of the Affiliated Colleges (Pl. A, B, 7), at Emeryville, Oakland, and at Tanforan, in San Mateo County. These three tracks, belonging to the California Jockey Club (racing season from Nov. to May), are for running horses only. There is a training track for trotters at Alameda. The Pleasanton and the Petaluma race-tracks are 1½ hr. distant from San Francisco by rail. — *Golf Links* in the Presidio Reservation and at Oakland. — *Public Tennis Courts* in Golden Gate Park. — *Sutro Heights*, see p. 551.

Baths. Salt-water baths may be obtained at the *Sutro Baths* at the Cliff House (p. 551); at the *Lurline Baths*, Larkin St., near Bush St.; and at the *Harbour-View Baths*, on the beach near Baker St. *Turkish Baths:* 11 Grant Ave., 222 Post St., and 415 Sutter St.

Clubs. *Pacific Union* (Pl. F, 3), N.E. cor. of Post and Stockton Sts.; *Union League* (Pl. F, 3), N.W. cor. of Post and Stockton Sts.; *Bohemian* (Pl. F, 3), N.E. cor. of Post St. and Grant Ave. (literary men, artists, actors, etc.); *Cosmos*, 1534 Sutter St.; *Olympic* (Pl. E, F, 3; athletic), 524 Post St.; *University*, 722 Sutter St.; *Press*, 123 Ellis St.; *Sierra*, Mills Building, Bush and Montgomery Sts.; *Camera*, 819 Market St.; *San Francisco Verein* (German), cor. of Post and Leavenworth Sts.; *Ligue Nationale Française*, 135 Geary St.; *Cercle Français*, 336 Post St. (these two French); *Concordia* (Hebrew), cor. of Van Ness Ave. and Post St. — **Women's Clubs.**

Century, 1215 Sutter St.; *California*, Y.W. C. A. Building, cor. of Mason and Ellis Sts.; *Sorosis*, 1600 California St.; *Town and Country*, 23 Post St.

Booksellers. *Paul Elder & Co.*, 238 Post St. (also specialties in arts and craft); *Payot, Upham, & Co.*, Battery and Pine Sts.; *New Book Store*, 23 Grant Avenue.

Tourist Agents. *Raymond & Whitcomb*, 637 Market St.; *Thos. Cook & Son*, 621 Market St.

Information and Statistical Bureau: *California Promotion Committee*, 25 New Montgomery St. (free).

Post Office (Pl. F, 4, 5), at the cor. of Mission and 7th Sts. (open 7.30 a.m.-11 p.m.; Sun. 12-1.30 p.m.). *Branch Offices* at the Union Ferry Depot, and at the cor. of Mission and New Montgomery Sts.

River Steamboats for Sacramento, Stockton, and Vallejo, daily, from piers immediately to the S. of Union Ferry Depot. — **Steamships.** *Oceanic S. S. Co.* to Australia viâ Honolulu, Samoa, and New Zealand (Pier No. 7, foot of Pacific St.); *Pacific Mail S.S. Co.* to Panama, Honolulu, Japan, and China (pier foot of 1st and Brannan Sts.; office, 421 Market St.); *Pacific Coast S.S. Co.*, coast-line (for Santa Barbara, Los Angeles, and San Diego, Thurs. and Sat., Pier 19, foot of Union St.; for Puget Sound and Alaska, Pier 9, foot of Broadway).

British Consul, *Mr. Courtenay Walter Bennett*, 520 Battery St.

San Francisco, the largest city of California and the Pacific Coast and the ninth city of the United States, is grandly situated in 37° 47′ N. lat., at the N. end of a peninsula 30 M. long, separating the Pacific Ocean from *San Francisco Bay* (see p. 551). The city lies mainly on the shore of the bay and on the steep hills rising from it, but is gradually extending across the peninsula (here 6 M. wide) to the ocean. On the N. it is bounded by the famous **Golden Gate*, the narrow entrance (1 M. across) to San Francisco Bay. The city is on the whole well and substantially built but contains fewer large buildings of architectural importance than any other city of its size in the country. In 1900 it contained 342,782 inhab., including about 10,000 Chinese (comp. p. 549) and 3500-4000 Japanese.

The *Mission of San Francisco* (see p. 548) was founded by the Mexicans in 1776, but the modern city really sprang from the village of *Yerba Buena* ('good herb', *i.e.* wild mint), founded in 1835, about 3 M. to the W. In 1846 Yerba Buena came under the American flag, and in the following year its name was changed to *San Francisco*. In 1848, the year of the discovery of gold in California, its population was about 500; in 1850 it was about 25,000, and each subsequent decade has seen an extraordinary increase (56,802 in 1860; 149,473 in 1870; 233,956 in 1880; 298,997 in 1890). San Francisco received a city-charter in 1850, but its corrupt municipal government led in 1856 to the formation of a Vigilance Committee, which took the law into its own hands and made a very thorough reformation (comp. p. 547). — To make the present site of San Francisco suitable for a large city, an immense amount of work had to be done in cutting down hills and ridges, filling up gullies, and reclaiming the mud flats on the bay (comp. p. 99). The city, however, is still remarkably hilly; and one of its most characteristic sights is the cable-cars crawling up the steep inclines like flies on a window-pane.

The **Climate** of San Francisco is wonderfully equable. The mean annual temperature is about 57° Fahr., and no month varies to any great extent from this average. September has the highest average (about 61°), and a few hot days (80-90°) occur about midsummer. The mean temperature of January is about 50°. Visitors should always have warm wraps at hand, especially in the afternoon, when a strong wind usually blows in from the sea. The summer climate is not generally considered beneficial

for persons of weak lungs, owing to this wind, the fog brought in by it, and the sand driven by it; but this has been greatly ameliorated of late years by the asphalting and paving of the streets and the laying out of Golden Gate Park. The man of ordinary health finds the air invigorating and stimulating all the year round. The annual rainfall is 25 inches. — *Earthquakes* occur occasionally in San Francisco but are never very destructive. The severest (1868) damaged some old and badly built structures and caused the loss of one life.

The **Commerce** of San Francisco is extensive, the annual value of its exports and imports amounting to about $210,000,000. Among the chief exports are gold and silver, wine, fruit, wool, oil, lumber, flour, and bread-stuffs; the imports include coal, timber, rice, sugar, tea, and coffee. The **Manufactures** include iron, flour, silk and woollen goods, canned fruits and vegetables, leather and shoes, liquors, ship-building, meat-packing, carriages, silver-ware, sugar, glass, brass, machinery, cigars, cordage, etc., and had in 1900 a value of $133,070,000 (est. in 1903, $152,500,000). Industry has been much stimulated of late by the discovery of oil in the State, affording a cheap and admirable fuel (20,000,000 barrels produced in 1903).

The **Population** is very heterogeneous, every European nationality being represented here, to say nothing of the Mexicans, Chinese (p. 549), Japanese, Africans (relatively few), Filipinos, Hawaians, and other non-European races.

Market Street (Pl. G-C, 2-7), the chief business-thoroughfare, extends to the S.W. from the ***Union Ferry Depot** (Pl. G, 2), a handsome structure by *A. Page Brown*, with a tower 250 ft. high, to a point near the twin *Mission Peaks* (935 ft.), a distance of about 3½ M.

The Ferry Depot contains the *Alaskan Museum* (upper floor; open free on Mon., Wed., & Frid., 9-5); the *Agricultural Collections of the Board of Trade;* the *Pacific Commercial Museum;* and the *State Mining Bureau*, with an interesting collection of Californian minerals and relics (these three open free on week-days, 9-5).

Following Market St. towards the S.W., we pass, at the intersection with Battery St., the *Labour Monument*, a vigorous bronze group by Douglas Tilden (1899), dedicated to the memory of Peter Donahue of the Union Iron Works (p. 551). At the triangle formed by the meeting of Market, Kearny, and 3rd Sts. rises the tall *Spreckels Building* (300 ft. high) and the *Chronicle Building* (Pl. F, 3), the top of either of which affords a good bird's-eye view of the city from a central point.

This view, an excellent way to begin the inspection of the city, may be supplemented by following Kearney Street (Pl. F, 1-3), with many of the best shops, to ***Telegraph Hill** (Pl. F, 1; 295 ft.), which commands a good view of the Golden Gate (p. 545), the water-front of the City, the Bay, Mt. Tamalpais (N.W.; p. 551), Mt. Diablo (N.N.E.; p. 553), etc.

Continuing to follow Market St. towards the S.W. from the Chronicle Building, we pass many large office-buildings. To the right, at the corner of Grant Ave. (Pl. F, 3), is the *Phelan Building*, with various military offices. [*O'Farrell Street* (Pl. C-F, 4), running to the W. from this corner, contains several theatres.] To the left (819 Market St.) stands the *Academy of Sciences* (Pl. F, 4), containing a fine inside staircase of gray Californian marble, a library of 10,000 vols., a museum of natural history (week-days, 9-5; free), and the rooms of the *Geographical Society of California*. Adjacent is the huge *Parrott Building*, which contains the *Emporium*, the

'Whiteley's' of San Francisco, and also houses the *California Historical Society* (good library). On the right, at the corner of Powell St., is the large *Flood Building*.

The three learned societies just mentioned offer much that is of interest to the scholarly visitor, and the historical student should also inspect some of the old Spanish grants in the *Surveyor General's Office* (612 Commercial St.).

Powell St. leads to UNION SQUARE (Pl. F, 3), with the *St. Francis Hotel* (p. 543) and a *Naval Monument* commemorating the exploits of the U. S. fleet in the Philippines during the war with Spain (1898).

At the junction of Market St. with Mason St. (Pl. F, 4) is a *Monument*, by Douglas Tilden, commemorating the admission of California to the Union (1850). [In Mason St. is the *Y. M. C. A. Building*.] At the corner of Taylor St. is the *Donahue Building*. To the left, at the corner of 7th St. (Pl. E. 4), is the *Grant Building* and opposite stands the tall clock-tower of the *Odd Fellows Hall*, and between them we catch a glimpse of the long frontage of the new *Post Office* (Pl. E, F, 4; p. 544). — Just beyond this corner we reach a small triangular park, with the large *Californian Monument*, designed by Frank Happersberger and presented to the city by Mr. James Lick (comp. p. 558). Adjoining this park, on the spot that served as the pioneer burial-ground of Yerba Buena, stands the large **City Hall** (Pl. E, 4, 5), an effective and original structure, erected in 1892-96 at a cost of over $ 4,000,000 (800,000*l.*). It contains a *Free Public Library*, with 153,000 volumes. — Farther along Market St. are the *Mechanics' Pavilion* (Pl. E, 5), a large hall belonging to the *Mechanics' Institute* (31 Post St., with a library of 116,000 vols.), and the important *Church and College of St. Ignatius* (Pl. E, 5).

The **U. S. Branch Mint** (Pl. F, 4), in 5th St., at the corner of Mission St., contains interesting machinery and a collection of coins and relics (adm. on week-days, 9-12). In 1903 it coined bullion to the value of $ 36,256,716 in U. S. currency, besides 'Philippine money' to the value of 41,361,000 pesos.

Among the other chief buildings in the business-quarter are the *Stock Exchange* (Pl. F, 3), 329 Pine St.; the *Merchants' Exchange* (Pl. F, 3), and the *Bank of California* (Pl. F, 3), California St.; the *First National Bank* (Pl. F, 3), at the corner of Bush and Sansome Sts. The *Crocker Building*, the lofty *Mills Building*, the *Hayward Building*, and the *Offices of the Southern Pacific Railway* are in Montgomery St. (Pl. F, 1-3), the first and principal thoroughfare of the early town. — The **California Market* (Pl. F, 3), extending from California St. to Pine St., presents a wonderful show of fruits and vegetables (best in the early morning). — *Mission Street* (Pl. E-H, 5-3) contains the headquarters of the colossal *Wells, Fargo, & Co.* express agency, the tall *Rialto Building*, and many wholesale houses. — A bronze tablet at No. 219 Sacramento St. (Pl. G, 2), marks the site of '*Fort Gunnybags*', the headquarters of the Vigilance Committee of 1856 (comp. p. 545). — At the corner of Battery and Washington Sts. stands the *Custom House* (Pl. F, 2), a characteristic relic of the

early town. — The *Mercantile Library* (Pl. E, 4), the oldest library in the state (1853), with an excellent collection of 80,000 vols., is installed in a handsome and well-equipped building in Sutter St. — At 24 Fourth St. is the building of the *Society of Californian Pioneers* (Pl. F, 4). — The *California Eye & Ear Hospital* (Pl. E, 3) is in Sutter St. — In PORTSMOUTH SQUARE (Pl. F, 2), bounded by Kearny, Washington, Dupont, and Clay Sts. and Brenham Place, is a monument (by Bruce Porter and Willis Polk) to *Robert Louis Stevenson* (1850-94), in the form of a Spanish galleon on a granite pedestal. On the W. side of the square stands the *Hall of Justice*, an excellent new building. — A little to the N.W. is WASHINGTON SQUARE (Pl. F, 2), where the *Russian Church*, like the neighbouring *Russian Hill* (W.), keeps alive the memory of the Russian traders.

One of the most interesting historical relics of San Francisco is the old **Mission Dolores** (Pl. D, 7; see p. 545), at the corner of Dolores and 16th Sts. (reached by 16th St. cars, with transfer from Valencia St. or Mission St. lines). The old church, dating from about 1778, is built of adobé ('adóby'), and is adjoined by a tangled and neglected little churchyard. Adjacent is a new R. C. church of no special interest, and opposite is the imposing *College of Notre Dame (R. C.)*.

Among the educational institutions of San Francisco may be mentioned the *Cooper Medical College* (Pl. C, D, 3); the handsome buildings of the *Medical and Legal Departments of the University of California*, known as the *Affiliated Colleges*, near Golden Gate Park (Pl. A, 7; comp. p. 550); the *Cogswell Polytechnic School* (cor. Folsom and 26th Sts.); the *California School of Mechanical Arts* (Utah St., Pl. F, 6; founded by Mr. James Lick, p. 558); the *Boys' High School* (Pl. D, 3); the *Girls' High School* (cor. Geary and Scott Sts.; Pl. C, 4); and the *Mission High School*, an attractive building at the corner of 18th and Dolores Sts. (Pl. D, 7). San Francisco possesses about 100 *Kindergartens*, 20 of which are endowed in perpetuity. The *Central Kindergarten*, 560 Union St., is probably the most perfectly equipped in the world.

The **Presidio** (Pl. A, 1, 2), or *Government Military Reservation* (approached by the California St., Union St., or Jackson St. cable cars), garrisoned by two regiments of U. S. infantry, besides cavalry and coast artillery, has an area of 1500 acres and stretches along the *Golden Gate* for about 4 M. Its walks and drives afford beautiful views, the finest, perhaps, being that from *Fort Point* or *Winfield Scott*. A military band plays at the Presidio on Mon., Wed., & Frid., 3-4 p.m. — There is another small military reservation at *Black Point* (Pl. D, 1; reached by Union St. cars), with *Fort Mason*.

'NOB HILL' was the name given about 1870 to that section of CALIFORNIA STREET between Powell St. and Leavenworth St. (Pl. E, F, 3), as containing many of the largest private residences in San

Francisco. Most of these are of wood, and no expense was spared to make them luxurious dwellings, but a great opportunity to develop something fine in timber architecture was lost in an unfortunate attempt to reproduce forms that are suitable for stone buildings only. Many of these houses are now deserted during the greater part of the year and the 'Hill' has lost its vogue as a residential quarter; but a good idea of these buildings may be obtained by a visit to the former residence of Mr. Mark Hopkins, at the corner of Mason St., now the *Mark Hopkins Institute of Art* (Pl. F, 3), which contains some well-executed wood work (not in the best of taste) and a collection of various objects of art belonging to the *University of California* (open on week-days, 9-5; adm. 25 c.; free on the 1st Frid. of each month).

The present fashionable residential quarter is on Pacific Heights, including the W. parts of Jackson St. (*Teris House*, at the cor. of Taylor St.) and of Washington St., Pacific Ave., and Central Ave. There are also imposing houses in Van Ness Ave., such as the *Spreckels House*, at the corner of Clay St. (Pl. D, 3).

At the corner of Lyon & Washington Sts. (Pl. B, 3) is the tiny *Swedenborgian Church*, containing simple yet fine wood-work and adorned with beautiful paintings by Wm. Keith and °Stained Glass by Bruce Porter.

The ***Chinese Quarter** is one of the most interesting and characteristic features of San Francisco, and no one should leave the city without visiting it. It may be roughly defined as lying between Stockton, Sacramento, Kearny, and Pacific Streets (comp. Pl. F, 2) and consists partly of tall tenement buildings, divided by narrow alleys and swarming with occupants, but mainly of the mansions of the early settlers of the 'Fifties', converted to their own uses by the Chinese. This hillside, sloping up from the old *Plaza*, now Portsmouth Sq. (comp. p. 548), was the earliest substantial residential quarter of the young town, and many of its once grand houses remain intact as to fabric.

During the day strangers may visit *Chinatown* unattended without danger; but the most interesting time to visit it is at night, when everything is in full swing until after midnight, and it is then necessary to be accompanied by a regular guide. The guides, who are generally detectives, may be procured at the hotels and charge $5 for a party of not more than 4-6 persons. One of the chief features of Chinatown is the **Theatres** (adm. 10-25c.; for white visitors, who are taken on to the stage, 50c.), remarkable for the length of the performances (a single play often extending over days or even weeks), the primitive scenery and absence of illusion, the discordant music, the curious-looking audience, the gorgeous costumes, and the seeming want of plot and action. No women appear on the stage, and the female parts are taken by men. Among the other points of interest usually visited by strangers are the *Joss Houses* (where visitors are expected to buy bundles of scented incense-tapers), the *Opium Joints*, the *Drug Stores* (extraordinary remedies), the *Curiosity Shops*, etc. The visit is usually wound up at one of the *Chinese Restaurants* in Dupont St., where an excellent cup of tea and various Chinese delicacies may be enjoyed.

Chinatown contains about 10,000 inhabitants, their numbers having been lessened of late years by the working of the Exclusion Act. A large proportion of these are men and children are scarce. There are several *Chinese Missions* with schools, etc.

To the S. of Chinatown is the *Japanese Quarter;* and to the N., spreading

about the base of Telegraph Hill, is the so-named *Latin Quarter*, peopled by Italians, Greeks, Mexicans, and a few Germans. Their houses, shops, and restaurants are most characteristic.

The largest of the public parks of San Francisco is ***Golden Gate Park** (Pl. A, 5, 6; reached by several lines of electric and cable cars), which extends from Stanyan St. to (3 M.) the Pacific Ocean, with an area of 1013 acres and a width of ½ M. It is prolonged towards the E. by the long and narrow 'Pan Handle' (Pl. B, 5, 6). The landward end of the park is tastefully laid out and planted with trees (eucalyptus, Monterey cypress, Monterey pine, etc.), but the seaward end is still in the condition of bare sand-dunes characteristic of the entire peninsula. The reclaimed portion of the park contains monuments to *President Garfield*, *Francis Scott Key* (author of the 'Star-spangled Banner'; by W. W. Story), *Gen. Halleck*, *Thomas Starr King* (by Daniel C. French), *Balboa* (by Linden), and *President McKinley* (by Robert I. Aitkin; at the Baker St. entrance). The park also contains the *Crocker Conservatory*, with specimens of the Victoria Regia lily and other rare exotics; a children's play-ground; a tennis-court; and a charming Japanese tea-house and garden. Here, too, is the Art Gallery of the Midwinter Exhibition of 1894, now containing an interesting *Museum* (daily, 9-4), with a collection of South Sea implements, Chinese and Japanese articles, French and Flemish laces and fans, and admirable specimens of the basket-work of the California Indians. Good views are obtained of the Golden Gate and (from the W. end) of the surf rolling in on the ocean-beach, especially from *Strawberry Hill*, the most conspicuous point in the Park. This is crowned by a picturesque Observatory, and near by, on a lower eminence, rises 'Prayer-Book Cross', commemorating the landing in the bay of Sir Francis Drake and the first Church of England service on this shore. Band on Sun. afternoons in fine weather. — *Hill Park*, now *Buena Vista* (Pl. B, C, 6), ½ M. from the E. end of Golden Gate Park, commands fine views (highest point 570 ft.).

Near the N.E. corner of Golden Gate Park is a group of cemeteries (no longer used for burials), the largest of which is the ***Laurel Hill Cemetery** (Pl. A, B, 4), containing many fine monuments. The adjoining *Calvary Cemetery*, formerly **Lone Mountain* (Pl. B, 4; 470 ft.), the top of which is marked by a large wooden cross, commands a splendid *View of the city, the Ocean, San Francisco Bay, the Golden Gate, Mt. Tamalpais, and Mt. Diablo. The Yerba Buena (p. 551) grows on Lone Mt. — The *Presidio Reservation* (p. 548) lies a little to the N. of Laurel Hill Cemetery.

Excursions. The most popular short excursion from San Francisco is that to (6 M.) *Point Lobos*, with *Sutro Heights*, the *Cliff House*, and the *Seal Rocks*, which may be reached by driving viâ the Golden Gate Park or Geary St. (Point Lobos Avenue), by the 'Ellis St., Park, and Ocean Beach' electric tramway (p. 551), skirting the S. side of Golden Gate Park, or by the Cliff Railway from the N.E. corner of Laurel Hill Cemetery (Pl. B, 4; transfer at Central Avenue from several car-lines). It is advisable to go one way and return another. The through-fare, incl. transfers, is 5 c. The

Cazadero
Sta Rosa
Calistoga
Rumsey
Tehama
Grafton
Roseville
Placerville
Jone
Valley Sprs.
Milton
Diolumne
Raymond
Tomales
Los Guilicos
St Helena
Monticello
Madison
Penn Grove
Glen Ellen
Yountville
Petaluma
Blue Mt 3000
Winters
Woodland
Reyes Ridge
Point Reyes
Sonoma
Napa Soda Springs
Lakeville
Napa
Davis
Dixon
Sacramento
Tocaloma
Vacaville
Sutterville
S. Pablo
Napa Junc
Fairfield
Elmira
Brighton
S. Anselmo
S. Rafael
Vallejo
Suisun
Maine Prairie
Clarksburg
Tamalpais
S. Quentin
Benicia
Elk Grove
Porta Costa
Suisun B
Courtland
Golden Gate
Martinez
Rio Vista
Berkeley
Concord
Arno
S. FRANCISCO
Oakland
Cornwall
Clay
Ocean View
Clayton
Antioch
Bracks
Alameda
Mt Diablo
Woodbridge
Bruno
S. Leandro
Lodi
Millbrae
S. Ramon
Brentwood
Lockeford
S. Mateo
S. Lorenzo
Byron
Mt Eden
Byron Hot Springs
Belmont
Alvarado
Stockton
Purissima
Redwood
Pleasanton
Niles
Altamont
Livermore
Peters
Menlo Park
Sunol
Collegeville
S. Gregorio
Palo Alto
Mission S. José
Tracy
Farmington
Lathrop
Black Mtn 2800
Alviso
Milpitas
Mountain View
Cupertino
Vernalis
Sa Clara
San José
Mt Day
Teslu
Campbell
Hillsdale
Oakdale
Boulder Creek
Los Gatos
Mt Hamilton
Red Mt 2817
Modesto
Wrights
Alma
Westley
Almogen
Felton
Mt Bache 3790
Keyes
Hickman
Big Trees
Loma Prieta
Madrone
Byersville
Santa Cruz
Soquel
Aptos
Vernon
Monterey Bay
Watsonville
Gilroy
Carnadero
Livingston
Pajaro
Bell's Station
Ingomar
Castroville
S. Juan
Merced
Pacific Grove
Gavilan Pk
Hollister
Los Banos
Monterey
Natividad
Del Monte
Salinas
Tres Pinos
Athlone
Chualar
Dos Palos
Mulberry
Minturn
Emmett
Gonzales
Berenda
Sa Margarita
Fresno, Los Angeles
Wagner & Debes' Geog. Estab. Leipzig
Statute Miles 1 : 1.700.000 Kilometres

Cliff Railway skirts the rocks overhanging the *Golden Gate* (p. 545), of which it affords a magnificent View, and ends near the entrance to **Sutro Heights Park**, the beautifully laid-out grounds of the late Mr. Adolph Sutro (freely open to the public). The fine trees and plants here grow luxuriantly on the originally sandy but now well-watered site. The statuary could be dispensed with. Fine View from the terrace over the Pacific Ocean, with the *Farralone Islands* 30 M. to the W. (lighthouse). At our feet lies the **Cliff House**, a hotel and restaurant. The chief attraction here is the view from the piazza of the **Seal Rocks**, a stone's throw from the land, which are covered with hundreds of huge sea-lions (Span. *lobos marinos*), basking in the sun. Some of the animals are 12-15 ft. long and weigh from 1000 lbs. upwards; and their evolutions in the water are very interesting. Their singular barking is easily audible amid the roar of the breakers. Near the Cliff House are the huge and magnificent **Sutro Public Baths**, with salt-water swimming pools, an aquarium, restaurants, and a theatre. — The station of the *Ocean Beach Railway* (see p. 550) lies on the beach, a little to the S. of the Cliff House. Drivers who have come by Geary St. or Golden Gate Park may vary the route, in returning, by following the beach for about 3 M. and then taking the San Miguel Toll or Mission Pass Road (comp. Plan; fine views). To the right, near the beginning of this road, lies *Lake Merced*.

Among the short drives or trips by electric car from San Francisco may be mentioned that to **Mt. San Bruno** (1325 ft.), 7 M. to the S. (2 M. from *Baden*, p. 556), a good point of view. — A drive along the water-front gives some idea of the commercial activity of San Francisco and may include visits to the large *Union Iron Works* (by permission obtained at city-office) at *Potrero Point* (Pl. H, 7; also accessible by electric car), where iron ships of war are built, and to the *Dry Dock* at *Hunter's Point*.

The *Government Posts* in the Bay of San Francisco may be visited by the steamer 'General McDowell', which sails thrice daily from the foot of Washington St. (Pl. G, 2) to Alcatraz, Angel Island, Fort Mason (Black Point), and the Presidio (permit for any day except Thurs. and Sun. at the Military Headquarters in the Phelan Building, p. 546). **Alcatraz Island** is strongly fortified and contains a military prison and a torpedo station. *Angel Island* is also fortified, and serves as the Quarantine Station. *Yerba Buena*, known popularly as *Goat Island*, is the naval training-station, and the 'Pensacola', an old man-of-war, is moored here as a school-ship. The *Presidio* and *Fort Mason* are described at p. 548. — The largest naval station near San Francisco is at **Mare Island**, reached viâ *Vallejo Junction* and *Vallejo* (see p. 552). The island is the headquarters of the *U. S. Pacific Naval Squadron* and of the *U. S. Marine Corps*, and contains a *Navy Yard*, with large dry docks and interesting machinery.

San Francisco Bay, a noble sheet of water 50 M. long and 10 M. wide, gives San Francisco one of the grandest harbours in the world and affords numerous charming excursions. The various FERRIES start from the foot of Market St. (Pl. G, 2). A steamer starts daily from the foot of Mission St., morning and afternoon, making the round of the bay. Excursion-steamers also ply sometimes through the Golden Gate to the Pacific Ocean, standing out to sea for a short distance and then returning.

(1). The steamer starting farthest to the N. plies to the N. across the Bay, affording a good view of the *Golden Gate* (left) and *Belvedere* (right), a hilly peninsula jutting into the bay from the N. shore, with many summer homes and a hotel, to (6 M.) **Sausalito** (*Geneva, Hollyoaks*), a pleasant little yachting, bathing, and fishing resort, with many scrub-oaks and a few laurels, eucalyptus-trees, and willows (sausal; the last once much more numerous). A pleasant walk, with good views of the Golden Gate, leads round the promontory viâ *Lime Point* to (4 M.) *Bonita Point*, the N. horn of the Golden Gate (lighthouse).

[FROM SAUSALITO THE NORTH SHORE ELECTRIC RAILWAY ('third-rail' system) runs to the N. to (8¼ M.) *Cazadero*. — From (5 M.) *Mill Valley*, a charming region, thick with villas and cottages, on a branch of this line, a winding mountain-railway (views) ascends to (8¼ M.) the top of **Mt. Tamalpais**

(2604 ft.; 2 hrs. from San Francisco; through-fare $1.15, return $1.90). The railway terminates at the *Tavern of Tamalpais* (from $3), about 200 ft. below the summit. The *View from the top includes the Pacific Ocean, the Coast Range, the Sierra Nevada, the Santa Cruz Mts., the Contra Costa Hills (overtopped by Mt. Hamilton), Mt. Diablo, San Francisco, and San Francisco Bay. A trail has been cut from the railway to *Bolinas Ridge*, etc. From Mill Valley excursions may also be made to the *Red Wood Cañon* and other points of interest. — 10 M. *San Anselmo*, the junction of a short line to *San Rafael* (see below); 24 M. *Camp Taylor*; 26 M. *Tocaloma*; 32 M. *Point Reyes*, a shooting and fishing preserve, at the head of *Tomales Bay*. Beyond (63 M.) *Occidental* (600 ft.) we pass through a fine redwood district. — 84 M. **Cazadero** (**Cazadero Hotel*, $ 2), a favourite sporting and summer resort in the midst of the redwoods. Stages run hence to the N. along the coast.]

(2). The second ferry plies to (6 M.) **Tiburon**, the starting-point of the railway to *San Rafael*, *Petaluma*, and *Willits* (see below)

[From Tiburon to Willits, 132 M., *California North-Western Railway*, in 7 hrs. — 9 M. **San Rafael** (generally pron. 'San Rafél'; **Hotel Rafael*, from $ 3; *Jordan*, $ 1½; many small hotels and boarding-houses), a charming little resort, affording a pleasant and balmy relief from the dusty winds of San Francisco, should be visited by every tourist, especially in the time of roses. It may also be reached from Sausalito by (12 M.) the *North Shore Railway*. — 31 M. *Petaluma* (American Hotel, $ 2), with 3871 inhab., has a thriving trade in grain and fruit. At (46 M.) *Santa Rosa* (Grand, Occidental, $ 2) an omnibus meets trains for (2½ M.; fare 50 c.) *White Sulphur Springs*. 54 M. *Fulton*, the junction of a branch-line to *Guerneville* and *Camp Vacation*. 18 M.); 52 M. *Mark West*, with sulphur springs; 60 M. *Healdsburg*. From (68 M.) *Geyserville* stages run to (9 M.) *Skaggs' Springs*, with a number of warm sulphur springs. — From (78 M.) *Cloverdale* (United States Hotel, $ 1½-2½) a stage-coach runs to (18 M.; fare $ 2) the **Geyser Springs** (2000 ft.; *Hotel*, $ 2½), a number of boiling springs in the *Devil's Cañon*, near the *Pluton River*. These springs vary greatly in temperature, appearance, and character, but there are no true geysers among them (comp. p. 485). The accepted theory ascribes them to chemical action. A guide is procured at the hotel to point out and name the most interesting features. The Geyser Springs may also be reached from Calistoga (p. 553). — Beyond Cloverdale the line continues to run towards the N., with the *Russian River* at some distance to the right. From (92 M.) *Hopland* stages ply to various points in the picturesque *Clear Lake District* (numerous mineral springs). 92 M. *Ukiah*. — It is proposed to extend the line from (132 M.) *Willits*, the present terminus, to *Eureka*, on *Humboldt Bay*. Stages now cover the gap between Willits and *Scotia*, to which point the railway has been built, 23 M. to the S. of Eureka.]

(3) The third ferry is that to *Oakland*, already mentioned at p. 503. This is the route for the chief railways to the N., S., and E. and also for the *San Francisco, Oakland, & San José Electric Railway*, commonly known as the 'Key Route'.

(4). Another line plies to (3 M.) *Alameda Mole*, whence the Southern Pacific Railway runs to (6 M.) **Alameda** (*Park Hotel*, from $ 2½; *Lenox*), a pleasant suburban town (16,464 inhab.), adjoining Oakland on the S., with attractive gardens and well-kept streets. The narrow-gauge line to Santa Cruz (R. 96) also begins at Alameda Mole.

From San Francisco to Calistoga, 73 M., *Southern Pacific Railway* in 3¼-3½ hrs. — From San Francisco to (29 M.) *Vallejo Junction*, see p. 502. We then cross the strait by steamer to (31 M.) *South Vallejo*. 32 M. *North Vallejo* ('Vallayho'), a small town of 7935 inhab., opposite *Mare Island* (p. 551). The train now runs to the N. through the fertile *Napa Valley*, which is especially rich in grapes and other fruits. — From (38 M.) *Napa Junction* branch-lines run to (13 M.) *Suisun* (p. 502), and to *Sonoma* (p. 553), *Glen Ellen*, and *Santa Rosa* (see above). From (46 M.) *Napa* (hotel, $ 2), a busy little city of 4036 inhab., we may drive to the (6 M.) *Napa Soda Springs*. Beyond (55 M.) *Yountville* we traverse extensive vineyards. 64 M. *St. Helena*,

with many fine vineyards, is the starting-point of stages to *White Sulphur Springs* (2 M.; 25 c.), *Etna Springs* (16 M.; stage daily in 3 hrs.; fare $1½), and *Angevin*, on *Howell Mountain*, a plateau of pine and balsam firs, famous for curative results in throat and lung maladies. — 73 M. **Calistoga** (*Calistoga*, $2), the terminus of the railway, is a pretty little town of 1200 inhab., with several warm mineral springs. About 5 M. to the W. is the curious '*Petrified Forest*, a tract 4 M. long and 1 M. wide, over which are scattered the remains of about 100 petrified trees. — About 12 M. to the N.W. of Calistoga rises **Mt. St. Helena** (1345 ft.), an extinct volcano, which may be ascended on horseback and affords an extensive view. Near by is R. L. Stevenson's 'Silverado'. From Calistoga stage-coaches run daily to (27 M.; $2.30) the *Geyser Springs* (p. 552) and to points in *Clear Lake District* (p. 552).

From San Francisco to Mount Diablo. — We proceed by ferry and train to (36 M.) *Martinez*, as described at p. 564, and there take the *San Ramon* branch-line (S. P. R.) to (13 M.) *Walnut Creek*. Here horses and carriages can be hired for (7 M.) the summit of the mountain, of which two-thirds may be done in carriage, the remainder on horseback or on foot. **Mt. Diablo** (3855 ft.), a conspicuous object for many miles round and well seen from San Francisco (28 M. distant as the crow flies), commands a very extensive view, including the valleys of the Sacramento to the N. and the San Joaquin to the S., the Sierra Nevada from Lassen's Peak on the N. to Mt. Whitney on the S., the Coast Range, and San Francisco.

Sonoma (*Union Hotel*, $1½), a city of 652 inhab., in the *Sonoma Valley*, to the N. of *San Pablo Bay*, is interesting as one of the chief seats of the Californian vine-culture. The wine is kept in tunnels excavated in the hills of volcanic sandstone. Sonoma is reached by railway (37 M.) from *Tiburon* (p. 552) or from (15 M.) *Napa Junction* (p. 552).

Californian Wine (communicated). — Wine-making in California dates from an early period, the European vine having been brought here by the early missionaries. No record has been found of the date of the event, nor can the species introduced be identified with any known sort. It was probably brought from one of the Balearic Isles, the first missionaries having all been Catalans from Majorca, or it was, perhaps, a seedling raised on the spot. However this may be, it had attained a wide diffusion before the transfer of the country to the United States and was then found growing at almost all the Missions. Its fruit is abundant and quite palatable for the table, but makes a strong heady wine, not suited to the demands of commerce, though popular enough among a pastoral people, whose lives were spent out of doors and largely in the saddle. The first effort of the American immigration to improve the native wines did not meet with a distinguished success. They reasoned, justly enough, that California had within her borders every variety of soil and a climate decidedly superior to that of any part of Europe, because free from the unseasonable storms and inopportune frosts which so affect the viticulturists of the old world. They were, however, ignorant that besides soil and climate it was indispensable, in order to make a good wine, to have the proper sorts of grapes; for a fine wine can no more be made from a vulgar grape than the proverbial 'silk purse from a sow's ear'. In fact the most eminent French authority on the subject lays down the rule broadly that '*the brand of the wine is in the grape*'. The distinctive character of the wine of Burgundy is derived from the Pinot grape; and, in like manner, those of the Rhine, the Moselle, and the Medoc derive their essential characteristics from the particular sorts of grapes cultivated in those districts. But while the character of the wine depends on the grape from which it is made, its quality, within the range of that defined character, depends on soil, situation, exposure, and climate. All this is now recognized as elementary truth, but was little known even a couple of decades ago.

The Germans were the first to improve the native wines. Finding the Mission grape did not make a wine suited to their national taste,

they, at an early date, imported scions of the favourite stocks of their own country and propagated them. As a rule the Germans make white wine, and their choice of sorts was limited to those appropriate for such. Hence the white wines of California experienced a marked improvement twenty years ago, while her red wines continued to be still made of the mission grape. The late Col. Haraszthy introduced many years since the Zinfandel and some other European vines for the production of red wine, but they were all what the French term '*cépages d'abondance*', *i. e.* sorts which produced large crops. With the grape, however, as with many other things, quantity and quality go in inverse proportion. The Zinfandel grape was extensively propagated and became popular, for it was a decided improvement on the mission sort, had the advantage of being an early and abundant bearer, and made a wine which matured in two years. To the immigrants from the South of Europe — Frenchmen, Spaniards, Italians, Greeks, Dalmatians, etc., of whom such large numbers are to be found on the Pacific Coast — it was quite a boon, for it supplied them with their accustomed beverage, at a reasonable price, and it came just at the time when the devastations of the phylloxera in France rendered it almost impossible to obtain any ordinary claret of that country pure. Within the limits of the domestic demand, too, its production was profitable, by reason of its bountiful crops. But that limit was rigidly fixed. The product of the Zinfandel grape is essentially a peasant's wine; its consumption cannot be indefinitely extended by mere cheapness. No converts were ever made from whiskey or beer to wine by such a beverage, and those accustomed to the use of wine as a luxury — consumers of the better sorts of French wines — found it decidedly unpalatable. Hence production soon trod closely on the heels of consumption, and ere long outstripped it. For some years there has been no profit in the industry.

Meantime about 1880 and 1881 intelligent Americans had their attention directed to viticulture, and ere long learned, as the Germans had learned before them, with respect to white wines, that to make red wines, fit to compete with the products of the French vineyards, the first requirement was to have the proper sorts of grapes. They accordingly began about the date mentioned to import and propagate the sorts from which the great wines of France are made, and from that period dates the marked improvement of California red wines. A characteristic of these grapes, however, is the largely enhanced expense of cultivating them, the smallness of their crops, and the length of time necessary to bring their wine to maturity and render it fairly potable; so that the cost of the wine to the producer is enhanced in a degree quite proportioned to its increased value. The wine-dealers who have become accustomed to the cheap blends made on a Zinfandel base are averse to the burden of carrying stocks for four or five years without an assured return for enlarged rents, quadrupled stocks of cooperage, and quadrupled care in handling. From this cause those in quest of the best California wines — especially red wines — have to seek them in the hands of the producers. This state of affairs has been bettered of late by the large capitalization of companies, able to bear the expense of storage and blending, and willing to assure to the growers a fixed and paying price for their products.

The principal districts of the state in which the vine has been extensively cultivated are: 1. The plain of which *Los Angeles* may be considered the centre and which was the centre of population in Spanish and Mexican days; 2. The *San Joaquin Valley*; 3. *Napa and Sonoma Counties*, to the N. of San Francisco Bay; 4. *Santa Clara County*, with the adjoining Alameda County on the N. and the protecting mountains of Santa Cruz on the S. The Livermore Sauternes (Alameda Co.) are famous. The Los Angeles and San Joaquin Valleys, from their great heat, are best able to produce wines of the Spanish and Portuguese types. From the proper sorts of grapes, grown in these districts, are made fair ports and sherries, while brandy and very fine raisins are also produced there in considerable quantities. Irrigation is needed in these districts for the growth of these grapes, but it is inimical to the growth of other species. No good dry wines are produced from irrigated soil. In Napa and Sonoma the vine

is extensively cultivated, and excellent white wines of the Rhenish type are made, as well as excellent white Burgundies of the Chablis variety. The out-put of the Swiss Colony at Asti (Sonoma County) is especially noted among dry wines. The prevailing use of the Zinfandel grape has hitherto been hostile to the production of red wines of any high quality in this district; but a change may be brought about in this matter by the ravages of the phylloxera, as the destroyed vines have very generally been replaced by 'resistant stock' of a better quality (comp. p. 557). The Santa Cruz mountains, and especially the adjoining foot-hills in Santa Clara County, are producing quite a considerable amount of excellent wine of the Bordeaux type, both red and white. Bordeaux stocks have been imported and extensively planted, and the local situation resembles so strikingly that of the Medoc as to suggest a natural correspondence in products. In fact Santa Clara and the S. part of San Mateo counties are thrust out between the waters of the Ocean and those of the Bay of San Francisco just as the Medoc is between the Bay of Biscay and the estuary of the Garonne, and the tempering effects of these large bodies of water on the climate and vegetation of the intermediate tongue of land must constitute an important factor in the quality of the viticultural products.

The production of wine and brandy in the State, according to the reports of the State Viticultural Commission, rose from about 4,000,000 gallons in 1877 to 22,000,000 gallons of dry wines, 10,000,000 gallons of sweet wines, and 5,700,000 gallons of brandy in 1903.

96. From San Francisco to Santa Cruz viâ the Narrow-Gauge Railway.

Ferry to (9 M.) *Alameda;* Railway thence to (46 M.) *San José* (fare $ 1.25; return-fare, Sat. to Sun., $ 1.75) and to (80 M.) *Santa Cruz* ($ 2.80). This excursion, which should not be omitted by any visitor to San Francisco, may be made by holders of through-tickets between Los Angeles and San Francisco, in either direction (see R. 97, p. 556). The line is being broadened to the standard gauge.

From *San Francisco* to (3 M.) *Alameda Mole* and (9 M.) *Alameda*, see p. 552. The line skirts the E. shore of *San Francisco Bay* (views to the right). 17 M. *San Lorenzo;* 24 M. *Alvarado;* 29 M. *Newark.* At (38 M.) *Alviso* we reach the smiling *Valley of Santa Clara* (p. 557). 44 M. *Santa Clara* (p. 557). — 46 M. **San José**, see p. 557.

The most picturesque part of the line soon begins now, as it ascends over the *Santa Cruz Mts.* (views). 55 M. *Los Gatos* ('The Cats'; 400 ft.), a pretty little town on the E. slope of the mountains, lies in the warm belt and grows oranges successfully. Farther on we ascend through a cañon with fine rock-scenery and towering redwood trees. 58 M. *Alma* (560 ft.); 61 M. *Eva.* From (62 M.) *Wright* (900 ft.) we descend rapidly, through similar scenery, towards the coast. 73 M. *Felton* (275 ft.). — 74 M. *Big Trees* (270 ft.), the station for the famous ***Big Trees of Santa Cruz.**

This grove (adm. 25 c.) contains about a score of the genuine *Redwood* (*Sequoia sempervirens;* comp. p. 501) with a diameter of 10 ft. and upwards. The largest is 23 ft. across; one of the finest, named the *Pioneer*, has a circumference of 70 ft. A large hollow tree is shown in which Gen. Fremont camped for several days in 1847. Another stump is covered with an arbour, which holds 12-14 people.

76 M. *Rincon* (300 ft.).

80 M. **Santa Cruz** (*St. George*, in the town, from $ 3; *Pope Ho.*,

for weekly boarders; *Sea Beach Ho.*, from $ 3, at the beach, 1 M. from the town, open all the year), a small city of 5659 inhab., originating in the *Mission de la Santa Cruz* (1791), is pleasantly situated at the N. end of the *Bay of Monterey* (p. 559) and is a favourite summer and winter resort. Its attractions include an excellent bathing-beach (with a casino, band-stands, fresh water lakes, and cold and hot water plunge baths), fine cliffs, good fishing, caves and recesses abounding in sea-anemones, beautiful flower-gardens, and picturesque surroundings. The slow freight-boats, carrying a few passengers up and down the coast, put in here. A grand drive, affording splendid *Views of forest and mountain scenery, may be made to the (6 M.) *Big Trees* (p. 555), returning by the cliffs along the shore. A stage runs daily to (38 M.; 7 hrs.) *Pescadero* (see below).

From Santa Cruz to *Pajaro*, see p. 559.

97. From San Francisco to Los Angeles.

a. Viâ Coast Line.

476 M. Southern Pacific Railway in 14¾ hrs. (fare $ 15; sleeper $ 2.50). Unlimited tickets ($ 16.75) are also available by the narrow-gauge railway, allowing a stoppage at Santa Cruz (see above), whence we rejoin the main coast-line at Pajaro (p. 559). For stop-over at the Del Monte Hotel, see p. 559.

San Francisco, see p. 543. The train starts from the station at the corner of 3rd and Townsend Sts. (p. 543), stops again at the corner of 26th and Valencia Sts., and soon leaves the city behind. At (7 M.) *Ocean View* (290 ft.) we see the *Pacific Ocean* to the right. About 3 M. beyond (9 M.) *Colma*, a small wayside station, *San Francisco Bay*, which we skirt for 30 M., comes into view on the left. 12 M. *Baden;* 15 M. *San Bruno;* 17 M. *Millbrae*, with the large country house of Mr. D. O. Mills (right). — 22 M. *San Mateo* (Mateo, from $ 2½; Union, from $ 2), a pleasant little town, embosomed in live-oaks, is the starting-point of a daily stage-line to (33 M.) *Pescadero* (through-fare $ 3.10; starting at 10 a.m. and reaching Pescadero at 4 p.m.).

The road to Pescadero crosses the *Sierra Morena* (views), passing the interesting old village of *Spanishtown*. The *Cliffs at *Gordon's Landing* tower 250 ft. above the sea, recalling the Shakspeare Cliff at Dover. — **Pescadero** (*Swanton Ho.*, *Pescadero Ho.*, $ 1½-2), a small village on the Pacific coast, at the mouth of *Pescadero Valley*, is famous for its *Pebble Beach*, on which agates, opals, jaspers, and other similar stones are found.

26 M. *Belmont.* — 29 M. *Redwood* (Capitol, $ 2), so named from the trees (see p. 555) in the timber of which it does its principal trade. A good road runs hence across the Sierra Morena to *San Gregorio*, traversing a splendid redwood forest (*Views). There is also a stage from Redwood daily, at 10.15 a.m. to (31 M.) Pescadero (see above), arriving at 5 p.m. (through-fare from San Francisco, $ 3.05).

33 M. **Menlo Park** (*Menlo Park Hotel*, *Oak Grove Villa*, from $ 1½) is a favourite residence of the wealthy merchants of San

Francisco and contains many fine houses, surrounded by beautifully laid out grounds and noble trees. Beyond Menlo Park the red roofs of the *Stanford University* (see below) may be seen to the right. — 34 M. *Palo Alto* (Palo Alto Hotel, $ 2), taking its name ('tall tree') from a great redwood to the left of the railway, is the nearest station to the (1 M.) *University*.

*Leland Stanford Jr. University, founded by Mr. and Mrs. Leland Stanford in memory of their only son and endowed by them with upwards of $ 30,000,000 (6,000,000*l.*), was opened in 1891 and has now a staff of about 130 instructors and an attendance of 1400 students, of whom many are women. It is finely situated on the former Palo Alto stock-farm (a tract of 8400 acres, deeded to the University), on a plain near the foot of the coast mountains. The buildings were mainly designed by *H. H. Richardson*, who took the *motif* of their architecture from the cloisters of the San Antonio Mission. The material is buff, rough-faced sandstone, surmounted by red-tiled roofs, producing brilliant effects of colour in conjunction with the live-oak, white oak, and eucalyptus trees outside, the tropical plants in the quadrangle, and the blue sky overhead. The buildings include a low quadrangle, enclosing a court 586 ft. long and 246 ft. wide, with a beautiful colonnade on the inner side; an outer, two-storied quadrangle, with cloisters on the outside; a memorial arch; a chapel with a Richardsonesque tower; various dormitories; an art museum; a mechanical department; and a little village of professors' houses. — Near the University were the celebrated *'Palo Alto Stables and Paddocks* (Mr. Stanford's), which are now closed, all the stock having been sold. Among the most famous horses bred at this stud were *Señol* (who trotted a mile in 2 min. 7½ sec.), and whose grave is shown, *Palo Alto* (2.8¾), *Arion*, *Electioneer*, *Electricity*, and *Advertiser*.

40 M. *Mountain View* is the nearest station to (6 M.) *Cupertino*, the vineyard of Mr. John T. Doyle, where one of the finest red wines in California is produced *(Las Palmas)*. This vineyard has of late years suffered greatly, as have many in this valley, from the phylloxera, but the replanting of 'resistant stock' has redeemed it. The railway now follows the **Santa Clara Valley*, one of the fairest and most fertile valleys in California, sheltered on either hand by mountains. Large quantities of fruit (esp. grapes, prunes, and peaches) and wheat are grown here. At *Agnews*, as we approach Santa Clara, a large *Insane Asylum* is seen to the left.

48 M. **Santa Clara** (70 ft.; *Santa Clara*, $ 1½), a pretty little town with 3650 inhab., is the seat of *Santa Clara College*, a large institution founded by the Jesuits in 1851 (150-200 students). Its church, belonging to the old mission of 1777, is one of the best preserved in the state. The town has become an important shipping centre for fruit. Santa Clara is connected with (3½ M.) San José (see below) by the **Alameda*, a fine avenue traversed by an electric tramway (fare 10 c.). It is well worth while, especially in the rose season, to leave the train at Santa Clara and drive (carr. or tramway) through the Alameda to San José.

51 M. **San José** ('Hosay'; 90 ft.; **Hotel Vendome*, with pleasant grounds and sun-parlour, $ 3-4; *New St. James*, from $ 3, R. from $ 1), a beautiful city of 21,500 inhab., is of importance as the chief place in the fruitful Santa Clara valley (see above) and is also fre-

quented on account of its delightful climate. The most conspicuous building is the *Court House*, the dome of which affords an extensive *View, including the Calaveras Mts. (with Mt. Hamilton) to the E., the Santa Cruz Mts. to the S., the Contra Costa Mts. to the W., and San Francisco Bay to the N. The *City Hall* and *Post Office* are large buildings. San José also contains several good schools and colleges.

San José is the starting-point for (26 M.) *Lick Observatory*, on Mt. Hamilton. Stages start every morning (except Sun.) and reach the Observatory about 1.30 p.m., halting 1 hr., and regaining San José at 6 p.m. (return fare $ 4, from San Francisco $ 6.50). On Sat., when visitors are allowed to look through the great telescope between 7 and 10 p.m., the stage starts at about 1 p.m. and returns about midnight (return-fare $ 5, from San Francisco $ 7.50). Parties of four or more should hire a private carriage. The road, though uphill nearly all the way, is so well made and easily graded that a fair rate of speed is maintained, while the beautiful and ever-varying views prevent weariness. Innumerable wild-flowers line the way, while the manzanita, live-oaks, and other trees are also interesting. The Observatory is in sight most of the time. We cross two intervening ridges. About 7 M. from San José we pass near the mouth of the *Penitencia Cañon* (so called because the monks of the San José Mission kept their retreats here), which has been reserved as a city-park, and contains *Alum Rock* and several mineral springs (hotel; electric car from San José). On crossing the second of the intervening ridges, we descend into *Smith Creek* (2145 ft.), where a halt is generally made for dinner (50 c.) at the *Santa Ysabel Hotel* (good food and beds). The hotel lies at the base of Mt. Hamilton, 2 M. from the Observatory in a direct line (footpath), but 7 M. by the road, which is said to make 365 bends. Visitors sometimes spend Sat. night here and return to San José on Sun. morning. — The *Lick Observatory, founded with a legacy of $ 700,000 (140,000 *l.*) left by *Mr. James Lick* (1798-1876) of San Francisco (comp. p. 547), stands on the summit of *Mt. Hamilton* (4444 ft.), and is in point of situation, equipment, and achievement one of the leading observatories of the world. It forms the astronomical department of the University of California (p. 502). The *Great Telescope* is one of the largest and most powerful refracting telescopes in existence; its object-glass, 36 inches in diameter, was made by Alvan Clark of Cambridge (p. 115). Mr. Lick is buried in the foundation-pier of the telescope. Visitors are received courteously at the Observatory and shown all the objects of interest (10-4, Sat. 7-10 in the evening; no admission on Sun.), but there is no inn or restaurant nearer than Smith Creek. The **View from the Observatory is very extensive, sometimes including wonderful effects of cloud and mist. It embraces, on a clear day, the Sierra Nevada, the Pacific Ocean, Santa Clara Valley, Angel Island (p. 551), Mt. San Bruno (p. 551), and Mt Tamalpais (p. 551). Loma Prieta (see p. 559) is conspicuous to the S. Comp. 'Handbook of the Lick Observatory', by *E. S. Holden.*

About 12 M. to the S. of San José, in a spur of the coast-range, are the interesting *New Almaden Quicksilver Mines*, which may be reached by railway (fare 35 c.). — An excursion may be made to the *Pacific Congress Springs* (700 ft.), 10 M. to the S.W., which are beneficial in rheumatism. The return may be made along the foot-hills by way of (6 M.) *Los Gatos* (p. 555).

San José is also a station on and proceed the narrow-gauge railway Santa Cruz (comp. p. 555).

Beyond San José the Lick Observatory (see above), on the top of *Mt. Hamilton*, is seen to the left. 56 M. *Hillsdale* (150 ft.); 69 M. *Madrone* (340 ft.), 6 M. to the W. of the *Madrone Springs.* — 81 M. *Gilroy* (190 ft.; Southern Pacific Hotel, $ 2), a busy little city of 1820 inhab., 13 M. to the W. of the frequented *Gilroy Hot Springs* (Hotel, $ 2½; stage daily in 2½ hrs.). From Gilroy a branch-line

leads to the S. to (95 M.) *Hollister* and (101 M.) *Tres Pinos*, a centre of the grain and cattle trade. — Our line bends to the W. and runs towards the coast. 100 M. *Pajaro* ('Paharo'), the junction of the line to *Santa Cruz*.

From Pajaro to Santa Cruz, 21 M., railway in 1 hr. — This line runs to the N.W., with the pointed *Loma Prieta* ('Black Mt.; 3790 ft.), one of the loftiest of the Santa Cruz Mts., rising to the right. 13 M. *Aptos* and (16 M.) *Capitola* are two resorts on Monterey Bay. 20 M. *Santa Cruz Beach.* — 21 M. Santa Cruz, see p. 555.

Beyond Pajaro our line runs to the S.W. through a valley shut in by ravined hills to (110 M.) *Castroville*, the junction of the branch-line to *Monterey*, the *Hotel del Monte*, and *Pacific Grove*.

From Castroville to Monterey and Pacific Grove, 17 M., railway in 3/4 hr. Through unlimited tickets between San Francisco and Los Angeles (see p. 556) allow a stop-over at Del Monte on payment of the return-fare (90 c.) between Castroville and Del Monte. A special ticket (price $ 22) covers the journey from San Francisco to Los Angeles, the détour to Del Monte, and two days board at the hotel. Week-end return-tickets (Sat. to Mon.) from San Francisco to Del Monte, including hotel board, are also sold for $ 10.

This branch-line leaves the orchards and meadows through which we have been journeying, runs between the sand-dunes and chaparral that fringe the shore of Monterey Bay, and crosses the *Salinas River* near its mouth. 14 M. *Del Monte*, see below; 15 M. *Monterey*, see below. — 17 M. **Pacific Grove** (*Hotel El Carmelo*, from $ 2, under the same management as the Del Monte), a seaside resort also connected with Monterey and Del Monte by an electric tramway skirting the coast.

Monterey (*Monterey Hotel*, R. from $ 1), situated on the S. side of the bay of that name, 85 M. from San Francisco by sea, contains 1748 inhab., largely of Spanish blood, and is one of the quaintest of Californian towns, its atmosphere still drowsy with the Spanish-Mexican spirit of '*pocotiempo*'. Its site was visited by the Spaniards in 1602, but it was not until 1770 that the *Mission de San Carlos de Monterey* was founded on this spot. Monterey was the capital of California before and for a while after its conquest by the Americans in 1846, but with the removal of the seat of government went the commercial importance and life of the little town, which is now one of the quietest places in the State. It is, however, extensively visited on account of its balmy climate (warm in winter and cool in summer; mean temp. of Jan. ca. 50°, of June, July, and Aug. 60-64°), its beautiful sandy beach, and its charming surroundings. Many of its buildings are of adobé. Some remains of the old Spanish fort still remain, while the Roman Catholic Church occupies the site of the Mission, which was removed to Carmelo Valley in 1771 (see p. 560). The historic *Custom House* of Spanish and early American rule is well preserved. The house in which Robert Louis Stevenson lived in 1878 is pointed out. *Colton Hall* was the first capitol of California.

The **Hotel del Monte** ('Hotel of the Forest'), 1/3 M. from the above mentioned station and one of the most comfortable, best-kept, and most attractive hotels in America, lies in the midst of exquisite Grounds, in some ways recalling the fine country parks of England, though, of course, the vegetation is very different. Among the noble old trees which surround it are innumerable live-oaks and Monterey pines and cypresses, while the *Gardens* offer a continual feast of colour. One section of the gardens, known as 'Arizona', is devoted to cacti of all kinds, and in another part of the grounds is a *Maze* of cypress hedges. A little to the N. of the hotel is the pretty little boating lake named the *Laguna del Rey*, while on the beach, 1/2 M. from the hotel, is a large *Bathing House*, including four swimming-basins and hot water tanks. Nearly opposite the hotel is the *Hotel del Monte Club House*, and near by are *Golf Links* and *Polo Grounds*.

The chief excursion from the hotel is the so-called **"Seventeen Mile Drive**, leading round the peninsula on which Monterey lies. As we leave the town, going towards the W., we see, on the hill to the left, a *Statue of Padre Junipero Serra*, the founder of the Mission, erected in 1891. To the right is the *Bay of Monterey*, with its white sandy beach. On the left is a still unfinished shaft, its stones contributed by the counties and societies of California, to be surmounted by a statue of Commodore Sloat, who first raised the American flag on the Pacific coast, in 1846. We pass *Ord Barracks*, a U. S. army post and reservation to the left; on the beach beyond are the low gray huts of Chinese and Japanese fishermen. About 1 M. beyond *Pacific Grove* (p. 559) we pass near the lighthouse on *Point Pinos*, the S. headland of the Bay of Monterey, and turn to the left. The next part of the road lies mainly through trees, passing not far from the little *Lake Majella*. To the right is the *Moss Beach* (fine algæ, or sea-mosses). Farther on we have a fine unimpeded view of the Pacific Ocean, and about 7 M. from Monterey reach the *Seal Rocks*, where we enjoy a spectacle similar to that mentioned at p. 550. Another mile brings us to *Cypress Point*, with its flat, umbrella-like Monterey cypresses (*Cupressus macrocarpa*), a singular, crooked, mis-shapen tree indigenous to this locality. Beyond Cypress Point the road runs to the E., passing *Pebble Beach*, where agates, etc., may be picked up; *Chinese Cove*, with a small Chinese settlement; the nucleus of a small *Zoological Garden* (grizzly bear, buffaloes, etc.); and the sandy *Pescadero Beach*. The road then turns to the left (N.), and a short digression may be made to the right, to visit the old *Carmelo Mission*, the burial-place of Junipero Serra, where the original church has been supplied with a new roof. The remainder of the drive (5 M.) runs through woods.

A favourite outing is to drive (2½-3 hrs.) to *Laurelles Ranch*, to the S., a comfortable annex of the Del Monte, and to stay there for a day or two (tariff as at the Del Monte).

Good trout fishing is obtained in the *Carmelo River*. Fishing, also, in the bay, where 'glass-bottom' boats may be hired, with a Japanese diver. Deer and quail shooting may be enjoyed in the adjacent woods and mountains.

From Castroville the main line runs to the S.E. along the right bank of the Salinas river, through the wide, wooded valley of that name. — 118 M. *Salinas* (Barden Ho., Abbott Ho.), a place with nearly 5000 inhab. Here are the huge oil-supply tanks of the S. P. Ry. A stage runs from Salinas to (40 M.) *Tassajara Hot Springs* (1500 ft.), over an unusually attractive road. — At (144 M.) *Soledade* are the scanty ruins of a mission founded in 1791. A stage runs from here to (8 M.) *Paraiso Springs* (1000 ft.), in the Santa Lucia Mountains. — 164 M. *King's City* is the point for the carriage-drive to (26 M.) *San Antonio Mission*, the beautifully situated ruins of one of the most famous of California Missions. Its preservation is now the care of the 'Landmark Club' (p. 571). — At (208 M.) *San Miguel* the remains of the mission, founded in 1797, are visible from the train. — 217 M. **Paso Robles** (720 ft.; *El Paso de Robles Hotel*, from $ 2½; *Alexander*, $ 1½-2) is situated in a vast natural park of live-oak, from which its name '*El Paso de Robles* ('Pass of the Oaks') is derived. It is frequented for its hot sulphur springs (95-110° Fahr.) and its mud baths (140° Fahr.), which are efficacious in rheumatism, gout, and skin diseases. Among the many pleasant drives from Paso Robles is that to (6 M.) *Santa Ysabel Hot Springs* in the hills to the E. — From Paso Robles the train climbs gradually

through a pass in the *Santa Lucia Mountains*, leaving the fertile and wooded Salinas Valley. Beyond (236 M.) *Santa Margarita* (996 ft.), at the head of the Salinas River, the line ascends in windings to its highest point (1340 ft.), 4 M. farther on. We then pass through seven tunnels and descend by a superb curve to (253 M.) **San Luis Obispo** (80 ft.; *Hotel Ramona*, $3½; *French*, $2½), a pleasant little town of about 3000 inhab., situated in a great grazing valley, broken by cone-shaped foot-hills. The mission, founded in 1772 and now disfigured by a poor modern steeple, has given its name to the town, once the centre of Spanish wealth in this valley. To the N. of the town is the *State Polytechnic School*.

From San Luis Obispo a short branch-line runs to (10 M.) *Port Harford*, on the coast, whence regular slow-freight steamers, carrying a few passengers, run N. to San Francisco and S. to San Diego.

Another branch-line runs inland from San Luis Obispo to (32 M.) *Santa Maria*, (54 M.) *Los Alamos*, and (66 M.) *Los Olivos*, whence a stage runs to *Gaviota* (see below).

Our train now runs through a flat grazing valley, with occasional glimpses of the sea between the sand-dunes. 277 M. *Guadalupe*, the northernmost town in the huge **Santa Barbara County**, which the train takes 3 hrs. to traverse. Its scenery is very picturesque, and its coast, facing due S., is protected by a background of mighty mountains and recalls the Riviera. The products of the district include hay, beans, walnuts, lemons, beet-sugar, olives, olive-oil, petroleum, poultry, and pigeons. — Beyond Guadalupe we cross the long narrow *Santa Maria Valley*, with the *San Rafael Sierra* to the E. From (304 M.) *Surf* onwards the sea is almost continuously in sight to the right for over 100 M. farther south.

From Surf a branch-line runs to (9 M.) *Lompoc*, a thriving oil-centre.

We pass *Point Concepcion*, with its lighthouse, and descend gradually through a rolling grazing land between the sea and the *Santa Ynez Mts.* to (34 M.) *Gaviota*, whence a stage runs daily (fare $2) to (24 M.) *Los Olivos* (see above), across the Santa Ynez Mts., affording a most delightful drive. At (356 M.) *Naples*, we get a good view of the four long islands forming a chain bounding and protecting Santa Barbara channel. Our line turns inland through orchards of olives and other fruit

370 M. **Santa Barbara** (*Potter*, a large hotel on the shore, terms by arrangement; *Arlington*, $3-5; *Miramar*, with cottages, from $15 a week), a city of 6587 inhab., the 'American Mentone', is charmingly situated on the coast-plain, at the base of the foot-hills, with the *Santa Ynez Mts.*, a little farther off, forming a fine screen against the cold N. and W. winds. It has a well-deserved reputation as one of the most attractive winter-resorts in California, due to its mild, dry, and equable climate (mean temp., winter 50-55°, summer 65-70°), the beauty of its surroundings, the luxuriance of its roses and other flowers, the excellent bathing-beach (with a large bathing-pavilion), and its pleasant society. The main street, 2 M. long, is paved with

asphalt and lined with substantial business blocks. Behind these, in side-streets, are traces of the Mexican and Spanish days, notably the low and wide adobé house, with verandahs around its court-yard, of Governor de la Guerra. Most of the private houses are surrounded by delightful gardens. The chief lion of the place is the old ***Mission**, founded by Padre Junipero Serra (p. 560) in 1786. It lies on a hill $^3/_4$ M. to the N. of the town, and may be reached by following the electric tramway which diverges to the right from Main St. at the Arlington Hotel. The end of the tramway-line is at the Mission, with its colonnaded front, red roof, and two-towered church.

Visitors are admitted 8-5 daily (women are not admitted to the inner garden; small fee expected). The points shown include the plain white-washed church (containing a few paintings), refectory, dormitory, and garden. About a dozen of the old Franciscan monks still remain. The Mission commands a splendid *View (best from the church-tower) of Santa Barbara and the Pacific, with the islands in the background. On the wall about 100 yds. behind the Mission is a sun-dial with the inscription: 'Lux dei vitæ viam monstrat sed umbra horam atque fidem docet'.

After visiting the Mission we may ascend the picturesque *Mission Cañon* behind it, crossing the ancient stone bridge and turning to the left (sign-post 'Up the Cañon'). The cañon contains some pretty waterfalls. Near its entrance, we get a glimpse of *Miradero*, an excellent sanitarium for nervous invalids.

To the right, short of the bridge, is the steep approach to the (16 M.) **Mountain Drive*. The drive, which must be entered at this end, commands beautiful views and comes out near the foot of Hot Springs Ave., whence we may return via *Montecito*, situated in a pretty valley, 4 M. to the E. of Santa Barbara, with numerous beautiful gardens. The *Drive along this slope between these gardens is well worth making.

On a hill about 1 M. to the E. of Montecito (sign-boards), at the head of Hot Springs Avenue, are the *Hot Springs* (1400 ft.; temp. 114-118°), whence a climb of $^1/_4$ hr. brings us to *Point Look Out*, commanding a fine view. — The *San Ysidro Ranch*, about 1 M. beyond Montecito, has good accommodation for tourists and fine orange and lemon groves.

On the W. side of Santa Barbara is the fine (12 M.) *Cliff Drive*. The road runs near the W. shore, passing around the *Dibblee Mansion* and grounds, situated on a height just outside the town (*View), continues as far as the lighthouse, and returns by way of *Hope Ranch* and *Lake*.

Another drive (3-4 hrs.), perhaps the finest of all, leaves Santa Barbara on the N.W. for the **San Marco Pass* (2225 ft.) leading to the *Santa Ynez Valley*, with two old missions. The road winds round the precipitous sides of the hills, which are clad with beautiful shrubs, and beyond the summit of the pass descends rapidly amidst woods. Good luncheon is obtainable at *Cold Springs Mountain Resort* (well spoken of). — *La Piedra Pintada* ('painted rock'), an interesting relic of aboriginal art, is on the Santa Ynez Mts., near the head of Montecito Valley.

Among other noted points near Santa Barbara are *Sycamore Cañon* (2 M.), *Bartlett's Cañon* (10 M.), *Glen Annie* (13 M.), the *Cathedral Oaks* (6 M.), *Goleta* (8 M.), *Ortega Hill* (5 M.), *Hollister's Ranch* (12 M.), with a beautiful avenue of date-palms, and *Cooper's Ranch* (15 M.), with a large olive-grove. Near the town we may notice the Chinese vegetable gardens, the fields of Pampas grass (cultivated for its plumes), and the groves of walnut. Flowers grow here most luxuriantly; at a flower-show in Santa Barbara 160 varieties of roses were exhibited, all cut from one garden on the same morning. — The curious nest of the *Trapdoor Spider* is often found near Santa Barbara. — Travellers on the mountains should be careful to avoid the poison oak shrub, contact with which is apt to be troublesome.

Ocean Yachts make excursions, on a usually perfectly calm sea, to various points on the coast and to the islands of *Santa Cruz* (26 M.) and

Santa Rosa (31 M.). The former is the larger of the two and is inhabited by a few farmers. The beautiful *Abalone* shells are found in great abundance on these islands. — In the bed of the ocean, about 10 M. to the N.W. of Santa Barbara and 1½ M. from shore, is a huge spring of petroleum, the oil from which may be seen floating on the surface in calm weather, one of many similar sub-marine oil wells on this coast.

Steamers ply regularly from Santa Barbara to (280 M.) *San Francisco* (p. 543), *San Diego* (p. 572), *San Pedro* (p. 568), etc.

Beyond Santa Barbara our line passes through *Montecito* (p. 562) to (378 M.) *Summerland*, where the presence of sub-marine oil-wells is evident. At (382 M.) *Carpinteria*, and beyond, we run close to the sea, the mountains at places barely leaving room for the tracks (views to the right).

400 M. **Ventura**, the railroad name for *San Buenaventura* (45 ft.; *Rose*, from $2; *Anacapa*, from $1½), a city of 2460 inhab., pleasantly situated at the mouth of the valley of the *Ventura*, carries on a large trade in lima beans (a staple food along the coast) and other vegetables, fruits, nuts, sugar-beets, grain and petroleum oil. It is also a health-resort. Its electric car lines run in many directions inland. The well-preserved chapel of the Spanish Mission (founded 1782) dates from 1809 and is still in use.

A branch-line runs hence to the N. to (15 M.) *Nordhoff* (Hotel Ojai, from $2), a mountain village in the beautiful **Ojai Valley** ('Ohigh'), at a height of 600-1200 ft., surrounded by an amphitheatre of mountains, of which *Mt. Topotopa* (6000 ft.) is the chief. This valley is a favourite winter resort for invalids, and is, perhaps, the richest in wild flowers of any spot in California.

405 M. *Montalvo* is the junction of the line (formerly the main route) to *Saugus*.

From Montalvo to Saugus, 45 M., railway in 1½ hr. This line runs to the E. up the *Santa Clara Valley* (not to be confused with the valley of the same name farther to the N.; see p. 557). At (4 M.) *Saticoy* we lose sight of the sea. 11 M. *Santa Paula*, a busy little place, in the midst of truck-farms, small vineyards, and grazing fields. We cross the *Santa Clara River* near (28 M.) *Piru*, a pretty town among orange, lemon, and pepper trees. At (30 M.) *Camulos*, on the right, is seen the home of 'Ramona', a typical Spanish ranch. — 40 M. *Castaic*. The mountains now close in; on the N. are the foot-hills of the San Rafael range, on the S. the higher peaks of the Sierra San Fernando. — 45 M. *Saugus*, the junction of the San Joaquin Valley line (see p. 566).

From Montalvo the coast-line runs to the S.E. to (409 M.) *Ornard* (2000 inhab.), situated amid a fertile sugar-beet country and containing large sugar-factories. We now turn to the E. to (439 M.) *Santa Susana*, in a narrow valley between the Sierra San Fernando on the N. and the Sierra de Santa Monica on the S. About 4 M. farther on, we enter a newly cut tunnel, 1½ M. long. At (447 M.) *Chatsworth Park*, the first town in Los Angeles County and the centre of a famed hay-district, are the vast quarries that supply the stone for the government breakwater at San Pedro (see p. 568). Here the line reaches the Los Angeles River, crossing it at (457 M.) *Encino*, and runs following its left bank through a dry sandy valley to (466 M.) *Burbank*, on the San Joaquin Valley line (p. 566). Hence to — 476 M. *Los Angeles*, see p. 566.

b. Viâ the San Joaquin Valley.

484 M. Southern Pacific Railway in 15-21 hrs. (fare $ 15; sleeper $ 2.50).

From *San Francisco*, viâ *Oakland*, to (32 M.) *Port Costa*, see pp. 503, 502. 36 M. *Martinez*, the usual starting-point for an ascent of *Mt. Diablo* (see p. 553), which rises to the right. At (50 M.) *Cornwall* we leave *Suisun Bay* (p. 502) and turn towards the S. About 2 M. to the S. of (68 M.) *Byron* are the *Byron Hot Springs* (130° Fahr.; Hotel, from $ 3). — 83 M. *Tracy* (65 ft.) is the junction of the old route to San Francisco viâ *Livermore* (famous for its Sauternes) and *Niles* and of a line to *Fresno* (see below) viâ *Los Baños* and *Mendota*, on the W. side of the *San Joaquin* ('Wahkeen') *River*. A little farther on we cross the San Joaquin and reach (94 M.) *Lathrop* (25 ft.; Hotel, with rail. restaurant, $ 2-3, meal 75 c.), the junction of the old line to *Sacramento* viâ *Stockton* (p. 501). We now ascend the great **San Joaquin Valley**, the granary of California, 200 M. long and 30 M. wide, producing endless crops of grain and fruit, including oranges, figs, olives, raisins, and grapes. Irrigation is practised here on a gigantic scale, and many oil-wells are seen. 114 M. *Modesto* (90 ft.; 2024 inhab.). — 152 M. *Merced* (170 ft.; 1969 inhab.), a thriving trading and shipping centre, is the starting-place of one of the chief routes to the Yosemite Valley (see p. 574). Various rivers are crossed. — 178 M. *Berenda* (255 ft.) is the junction of a branch-line to (22 M.) *Raymond*, forming the usual approach to the *Yosemite Valley* (see R. 101). The *Sierra Nevada* is visible to the left, including Mts. Lyell (13,040 ft.), Tyndall (ca. 14,000 ft.), Whitney (14,898 ft.), and Goddard (ca. 14,000 ft.). — 185 M. *Madera* (280 ft.), a shipping-point for timber, brought from the mountains by a 'flume', 50 M. long. Near (197 M.) *Herndon* we cross the San Joaquin. — 207 M. **Fresno** (290 ft.; *Hughes*, *Grand Central*, $ 2-2½), a well-built and well-paved city with 12,470 inhab., is the centre of a large raisin-growing district, which annually produces 75,000,000 pounds of raisins. The value of these and its other products, comprising brandy, olive-oil, fruits, grain, lumber, and dairy produce, amounted in 1903 to $ 15,000,000. The water necessary for irrigation its brought from the mountains by an extensive system of canals.

From Fresno a loop-line runs viâ (88 M.) *Exeter* to (141 M.) *Famoso* (p. 565), where it rejoins the main line. On this line lies (20 M.) *Sanger Junction* (Hotel), whence a tri-weekly stage runs to (45 M.) *Millwood* (through return-fare from San Francisco $ 19.40). 3 M. to the S. of the latter lies the *General Grant Park*, comprising 125 mammoth trees, including 'General Grant', one of the largest Sequoias known (106 ft. in circumference at its base). About 7 M. farther to the S. lies the *Sequoia National Park* (see below).

At (227 M.) *Kingsburg* (300 ft.) we cross *King's River* by a trestle-bridge. — 241 M. *Goshen* (285 ft.) is the junction of a line running to the W. to (60 M.) *Alcalde* and the productive oil fields of *Coalinga*, and of another running to the E. to (17 M.) *Exeter*, on the above-mentioned loop-line from Fresno to Famoso.

On this line, 8 M. from Goshen, lies *Visalia* (p. 525), whence stages run thrice weekly to (30 M.) *Redstone Park*, going on the next day to (23 M.)

the **Sequoia National Park** or **Giant Forest** (6500 ft.; *Camp*, $2), which lies in the High Sierra, 40 M. to the E. of the railway, and contains splendid forests of sequoias, besides most remarkable gorges, peaks, and caverns. The tree named 'General Sherman' is 370 ft. in height and 34 ft. in girth. The proprietors of the coaches provide excellent tent accommodation and good food, while they also furnish guides, pack-trains, and camp-outfit for those who wish to visit *Mt. Whitney*, *Kern* and *King's River Cañons*, and other attractive points in the Sierra.

251 M. **Tulare** (280 ft.; *Grand Hotel*, $2), a flourishing little town with 2216 inhab. The irrigation in this district is largely provided by artesian wells, the water being raised by electric pumps.

About 7 M. to the W. of (261 M.) *Tipton* (265 ft.) lies *Tulare Lake*, a large body of water, at one time over 50 M. long, but which is gradually drying up, and now appears much of the time like a vast barren desert of mud. 282 M. *Delano*. From (294 M.) *Famoso* coaches also run to (60 M.) the Sequoia National Park (see above). — 314 M. *Bakersfield* (415 ft.; Southern, $2-2\frac{1}{2}$; Grand, $2\frac{1}{2}$), with 4836 inhabitants.

From Bakersfield to Olig, 50 M. railway in 3 hrs. This line runs to the W., traversing one of the rich oil regions of the Upper San Joaquin valley, of which Bakersfield is the central shipping and marketing centre. Pipe-lines lead from this region to (300 M.) *Port Richmond*, for loading into vessels in the bay of San Francisco. This oil has greatly developed the manufacturing possibilities of the State (comp. p. 546), its cost as fuel being only one-third that of coal. Bakersfield is becoming a busy manufacturing town, and factory-chimneys and oil-derricks are now much in evidence. The grain and fruit lands of this region (150,000 acres) are irrigated by 3300 M. of canals, supplied with water by the Kern River.

At (336 M.) *Caliente* (1290 ft.) we leave the San Joaquin Valley and begin to ascend the ***Tehachapi Pass**, which crosses the Sierra Nevada between this valley and the Desert of Mojave. The construction of the railway here is a very remarkable piece of engineering. The line winds backwards and forwards and finally, at the **Loop* (3050 ft.), crosses its own track, at a height of about 80 ft. above the tunnel it has just threaded. Eight other short tunnels are passed through before the summit is gained at (362 M.) *Tehachapi* (4025 ft.), beyond which the train runs along a plateau for some miles, passing a small salt lake, before beginning the descent to the desert. 371 M. *Cameron* (3785 ft.).

382 M. **Mojave** ('Mohávé'; 2750 ft.; *Railway Hotel*, $3), the junction of the *Santa Fé* and the *Southern Pacific Railroads* (see p. 525), is a handful of wooden shanties on the edge of the cheerless *Mojave Desert* described at p. 524. The Los Angeles line runs towards the S. across the desert, forming an almost absolutely straight line for many miles. *Old Baldy* (p. 570) is seen in front, to the left, while the *San Bernardino Mts.* are faintly seen on the horizon (farther to the left). 396 M. *Rosamond* (2315 ft.). Beyond (407 M.) *Lancaster* (2350 ft.) we quit the desert for a hilly country, passing through several short tunnels and crossing the *Soledad Pass* (3200 ft.). 417 M. *Harold* (2820 ft.); 427 M. *Acton* (2670 ft.). We now descend steadily, through cuttings and over bridges.

452 M. **Saugus** (1160 ft.) is the junction of a branch-line to *Montalvo* (see p. 563).

The Los Angeles line runs towards the S. and beyond (454 M.) *Newhall* (hotel), a grain and cattle point, penetrates the *San Fernando Mts.* (ca. 3000 ft.) by a tunnel 1¼ M. long (1470 ft. above the sea), and traverses a gap of brown hills with live oaks. The *Valley of San Fernando*, which we now enter, is a great grazing valley, and its green orange and olive groves form a strong contrast to the desert we have been traversing. 463 M. *Fernando* (1068 ft.), with the ruins of the Spanish Mission of San Fernando. 474 M. *Burbank* (555 ft.), famous for its alfalfa, is the junction of the main Coast line (see p. 563). 478 M. *Tropico* (435 ft.) is famed for its strawberries ('Tropico beauties').

484 M. *Los Angeles* (290 ft.), see below.

98. Los Angeles.

Railway Stations. *Southern Pacific*, Fifth St.; *Santa Fé (Atchison, Topeka, and Santa Fé)*, Santa Fé Ave.; *Salt Lake (San Pedro, Los Angeles, and Salt Lake)*, E. First St.

Hotels. Westminster, cor. of 4th & Main Sts., from $ 3, R. from $ 1; Pepper, Lexington (these two new); Angelus, cor. of 4th & Spring Sts., from $ 4, R. from $ 1; Van Nuys Hotel, cor. of 4th & Main Sts., R. $ 1-5; Hollenbeck, R. from $ 1; Nadeau, R. from $ 1. — The following hotels are less expensive and in quieter parts of the town: Melrose, Grand Ave., from $ 2; Bellevue Terrace, with grounds, from $ 2½; Abbotsford Inn, from $ 2; and several smaller hotels about the parks (see p. 567). — Fremont, at the cor. of 4th & Olive Sts., from $ 2½. — Travellers report that at some of the larger hotels in Los Angeles it is desirable to come to a clear understanding about prices beforehand.

Restaurants. *Hollenbeck Hotel; Van Nuys Hotel; Del Monte; Levy's.*

Electric Cars (5 c.) traverse the chief streets and run to the suburbs. — *'Seeing Los Angeles' Observation Cars and Automobiles* (comp. p. 17), with guides, several times daily.

Post Office, Main St., cor. of 8th St.

British Vice-Consul, *Mr. Charles White Mortimer.*

Hotel and Travel Bureau, *L. L. Whitlock*, 207 W. Third St.

Los Angeles, or *La Puebla de Nuestra Señora la Reina de Los Angeles* ('City of Our Lady the Queen of the Angels'), the metropolis of Southern California, lies on the *Los Angeles River*, 20 M. above its mouth and 15 M. in a direct line from the Pacific Ocean. It was founded by the Spaniards in 1781 and passed into American possession in 1846. It was, however, of no great importance till after 1880, when it underwent an almost unprecedentedly rapid increase in wealth and population. Its population rose from 11,183 in 1880 to 50,395 in 1890 and to 102,479 in 1900, and its adobé houses have given place almost entirely to stone and brick business blocks and mansions and tasteful wooden residences. It is now a crowded and lively town of wide streets and spacious side-walks, with an extensive residential quarter, 130 churches, over 60 public schools, and about 1700 manufactories, with a total annual produce of the value of $ 30,000,000; it publishes newspapers in seven languages.

Los Angeles is a railway-centre of great importance and is the head-

quarters of the characteristic Californian industry of fruit-growing. The plains and valleys around it are covered with vineyards, olive, orange, and lemon-groves, and orchards. In 1903 the value of the fresh and canned fruit exported from Los Angeles amounted to $13,000,000. Los Angeles is also the centre of a district that produces petroleum and asphalt.

Though less specifically a health resort than some other places in Southern California, Los Angeles enjoys a mild and equable climate, with a tendency to coolness at night (mean annual temp., Jan. 52°, Aug. 70°). The city, especially the residential quarters, is embowered in vegetation, among the characteristic features of which are the swift-growing eucalyptus, the graceful pepper-tree, an occasional palm, Norfolk Island pines, live oaks, india-rubber trees, orange-trees, roses, geraniums, yuccas, century plants, bananas, calla lilies, and pomegranates.

Southern California, of which Los Angeles is the principal city, possesses, perhaps, an all-the-year-round climate that approaches perfection as nearly as any other known to us. It is a semi-tropical climate with little frost, no snow, and moderate winter rains, remarkable for its equableness and dryness. Winter and summer are terms that here lose their ordinary significance, their place being taken by what may almost be called a perpetual spring. Sea-bathing may be practised in Dec. or Jan., while the dryness of the atmosphere and the ocean breezes make the summer much less trying than in places farther to the E. The wild flowers of S. California, of which the golden poppy *(Eschscholtzia Californica)* is one of the most characteristic, are extraordinary in number, variety, and brilliancy. 'The greatest surprise of the traveller is that a region which is in perpetual bloom and fruitage, where semi-tropical fruits mature in perfection, and the most delicate flowers dazzle the eye with color the winter through, should have on the whole a low temperature, a climate never enervating, and one requiring a dress of woollen in every month' (Warner). Comp. 'Our Italy', by *Chas. Dudley Warner;* 'California of the South', by *W. Lindley and J. P. Widney* (1888); 'To California and Back', by *C. A. Higgins* (1903); and 'Southern California', by *C. A. Keeler* (1903).

Main Street is the dividing line for E. and W. (as First St. is for N. and S.) and contains many substantial buildings. Among these are the *Federal Building*, the *County Court House* in Temple St., and the *City Hall* in Broadway. The latter contains a good *Public Library*, with over 90,000 volumes. Other edifices worthy of mention are the *Women's Club*, in the 'Mission-Renaissance' style, the new *Chamber of Commerce*, and the *State Normal School*. The *Viaduct of the Electric Tramway*, in San Fernando St., spanning the railway tracks on the E. side of the city, is an interesting piece of engineering. Los Angeles also contains four *Theatres* and several *Parks* (including the *Griffith Park* of 3000 acres, and the *Eastlake* and *Westlake Parks*, each with a small lake). There is a new and model *Race Course* in the suburbs. The small plaza, with the *Church of Our Lady*, at the N. end of the business-town, is interesting as a survival of the ancient settlement. Just beyond is a genuine *Chinatown* (p. 549), keeping many of the original adobé structures. *Sonora Town*, the suburb to the N., remains unchanged since Fremont hoisted the flag in 1846. A visit may also be paid to one of the open *Zanjas*, or irrigating canals, in the suburbs, and to the oil belt, with its curious pumps.

Los Angeles is a busy centre for short trips, chiefly made now by electric cars, which are both more frequent and more accessible than the steam railways. Round-trip tickets may be procured either from the conductor or at the offices (latter advisable on crowded days to ensure a seat). The *Traction Co.* manages all the intramural cars and issues transfers for the

other lines. The *Los Angeles & Pacific R. R. Co.* has its office at 316 W. 4th St.; the *Los Angeles & Redondo R. R. Co.* at 217 W. 2nd St.; the *California Pacific Ry. Co.* at the cor. of 3rd and Hill Sts.; and the *Pacific Electric Ry. Co.* at the cor. of 6th and Main Streets.

From Los Angeles to Santa Monica, 17 M., *Southern Pacific Railway* in 50 min.; or *Los Angeles & Pacific* electric car in 1 hr. (round-trip 50 c.; cars every ½ hr.; four routes; advisable to go one way and return another). — On the way we pass *Hollywood*, a suburb of charming homes, and *Sawtelle*, with the Pacific branch of the *National Soldiers' Home* (2000 veterans). — **Santa Monica** (*Arcadia*, from $3; *Santa Monica*, from $2), a popular seaside-resort, has a good beach, on which surf-bathing may be enjoyed all the year round (bath-house with warm-water swimming-pool). Adjacent is *Port Los Angeles*, with a large wharf. The trip may be extended by taking a car to *Ocean Park* (Holborow Hotel, $2), a new sea-side resort, and returning via *The Palms* to Los Angeles.

From Los Angeles to Redondo Beach, by the *Santa Fé Railway* (few trains), 23 M., in ¾ hr.; or by electric cars (20 M.; hourly; round-trip 50 c.). — The *Los Angeles-Pacific* cars proceed via *Inglewood*, a pleasant town of suburban homes, and *Playa del Rey*, and then along the coast to Redondo Beach. — The *Los Angeles & Redondo Ry.* proceeds either via *Inglewood* (see above) or via *Gardena*. — **Redondo Beach** (**Redondo Beach Hotel*, from $3), another pleasant sea-bathing resort, has a beautiful beach and good facilities for boating and fishing. The great Tent City for summer residents, with its large *Auditorium* accommodating 4000 people, is a novel feature. There is a deep-water pier, and Redondo is becoming of importance as a shipping-port. Steamers ply hence to San Francisco and San Diego.

From Los Angeles to Long Beach, 21 M., *Salt Lake Railway* in ¾ hr. (see below), or *Pacific Electric Railway* (every ¼ hr.; round-trip 50 c.). — **Long Beach** (*Riviera*, $2-3; *Del Mar*, from $2; *Julian*, $2-2½), a frequented summer-resort, with 2250 inhab., has an excellent beach, a bath-house with 280 swimming-pools (costing $90,000), and other attractions.

From Los Angeles to San Pedro, 22 M., *Southern Pacific Railway* in 50 min., or *California-Pacific Electric Railway* (hourly; round-trip 50 c.). — 5 M. *Florence*, the junction of the line to San Diego (p. 572); 10 M. *Compton*; 18 M. *Thenard*, the junction of a branch-line to (4 M.) *Long Beach* (see above); 19 M. *Wilmington*, a small seaport. — 22 M. **San Pedro** (*Clarence*, *Colonial*, $1½), with 1787 inhab., is the chief seaport of Los Angeles, with a harbour that has been improved at a cost of over $3,000,000 and admits vessels of 20 ft. draught. Steamers ply hence regularly to San Francisco, Santa Barbara, San Diego, etc. — San Pedro may also be reached by the *Salt Lake Railway* (27 M., in 1 hr.), which runs via (21 M.) Long Beach (see above) and ends at East San Pedro, on *Rattlesnake Island*.

[From San Pedro steamers ply regularly to (25 M.) **Santa Catalina**, a beautiful mountainous island, with fine rocky coasts, which has lately been much frequented for its delightful climate (usual temperature 60-70° Fahr.) and excellent fishing. The only resort is **Avalon** (*Metropole*, $3-7; *Grand View*, from $2, simple and good; *Glenmore*, from $1½; numerous boarding-houses and lodgings), situated on the S.E. side of the island, facing a crescent-shaped bay under the lee of the mountains. Wild goats may be hunted among the hills, and the quail-shooting is also good. Trips in glass-bottomed boats, with open-sea aquarium in sight below, golf, and inland drives are among the diversions of the place. Wild flowers are very abundant. Avalon has the credit of having started the first and probably the only newspaper entirely dependent on wireless dispatches, which are sent daily by its correspondent at Los Angeles. The paper is called 'The Wireless'. — See 'Santa Catalina', by *C. F. Holder*.]

From Los Angeles to San Gabriel, by *Southern Pacific Railway*, 9 M., in ½ hr. (comp. p. 570), or by *Pacific Electric* cars (every ½ hr.). The route passes *Stoneman's Ranch* and *Shorb* (see p. 586). — *San Gabriel*, with its mission church, see p. 586.

From Los Angeles to Monrovia, 18 M., *Pacific Electric Co.* every ½ hr. This is, perhaps, the pleasantest trolley-trip near Los Angeles, running through orange-groves and affording the best view of the San Bernardino Mts. The

route passes (17 M.) *Arcadia*, the station for *Baldwin's Ranch*, with a race-track and the best stud of thoroughbred horses in the West. *Monrovia* (Vista Grande Hotel) may also be reached by railway (comp. pp. 527, 586).

From Los Angeles to Mt. Lowe, by *Pacific Electric Railway* (return-fare $2.50). This trip may be made in a short day, starting at 9 or 10 a.m. and regaining Los Angeles between 3 and 6 p.m. — For a description of the route, see pp. 570, 571.

From Los Angeles to Mt. Wilson (return-fare $2.40). A favourite route is by the Santa Fé R. R. to (15 M.) *Santa Anita*, thence by omnibus to the foot of the 'Wilson trail', and by burro to the (8 M.) top (comp. p. 570). — The ascent may also be made via *Pasadena* (see below).

Trip round the 'Kite Shaped Track' (166 M.). This popular excursion by the Santa Fé R. R. may be made in one day (with start at 8.30 a.m.) or may be spread over several days (fare $4.10; special excursion-rate $2.75). — The train runs via *Pasadena* (see below), *Santa Anita* (p. 527), *Upland* (p. 527), and *San Bernardino* (p. 526) to (69 M.) **Redlands** (1350 ft.; *Windsor*, from $2½; *Casa Loma*, from $3), an orange-growing city with 4797 inhab., finely situated on the slopes of the foot-hills, with good views of the *San Bernardino Mts.* (N.) and the *San Jacinto Mts.* (S.). Time is allowed here for luncheon or for a drive to the beautiful *Smiley Heights* and *Cañon Crest Park*. Leaving Redlands (about 1 p.m.) we return via (72 M.) *Mentone* and (79 M.) *Highland* to (87 M.) *San Bernardino*, whence we proceed over the larger loop, via *Colton* (p. 526), to *Riverside* (p. 526), where the train halts for about 2 hrs., to allow of a drive (comp. p. 526). Thence we return to (166 M.) *Los Angeles* via *Casa Blanca*, *Corona*, *Orange* (p. 571), *Anaheim* (p. 571), *La Mirada*, and *Redondo Junction* (p. 571).

The 'Inside Track Flyer' of the Southern Pacific Railway offers an excursion similar to the above, lasting from 9 a.m. to 6.30 p.m. It takes us via *San Gabriel* (p. 586), *Pomona* (p. 586), *Ontario* (p. 587), and *Colton* (p. 586) to *Riverside* (p. 526; halt of 2½ hrs), then via *Loma Linda* (Loma Linda Hotel) to *Redlands* (see above; stop of 2 hrs.), and finally back via (80 M.) *Pomona* to (83 M.) *Los Angeles*.

[From Redlands (see above) a coach (fine views) runs thrice weekly via (18 M.) *Fredalba* to (41 M.) *Bear Valley* (6400 ft.; Henry's Hotel), where a gigantic reservoir has been formed by damming up a mountain-gorge.]

From Los Angeles to *Pasadena*, see R. 99; to *San Diego*, see R. 100; to *Santa Barbara* and *San Francisco*, see R. 97; to *New Orleans*, etc., see R. 104.

99. From Los Angeles to Pasadena.

Santa Fé Railway to (10 M.) *Pasadena* in 25 min. (fare 25 c.; return-fare 35 c.).

Pacific Electric Railway to (10 M.) *Pasadena*, two routes, in 45 and 55 min. respectively (fare 15 c.; return-fare 25 c.), and thence to (6 M.) *Altadena* in ¼ hr.

Pasadena may also be reached by the Southern Pacific Railway via *Shorb* (p. 568; 11 M., in ½ hr.).

Los Angeles, see p. 566. Both railways ascend the valley of the *Arroyo Seco* ('dry river'), passing several small intermediate stations.

10 M. **Pasadena** (830 ft.; **Hotel Green*, with large annex, $3-8; *Raymond; La Pintoresca*, from $4; **Maryland*, $4-6; *Guirnalda*, *Casa Grande*, these two open all the year; many smaller hotels and boarding-houses), a thriving business city and health-resort, with a resident population of (1900) 9117, lies on the level floor of the fertile *San Gabriel Valley*, about 5 M. from the base of the *Sierra Madre Range* (2000-11,000 ft.). To the S.E. rises *Oak Knoll* (crowned by the Raymond Hotel), a small hill commanding a splendid *View

across the valley, with its glossy-green orange-groves, to the snow-topped wall of the Sierra Madre. *Mt. San Antonio* (see below), in the San Bernardino Range, is seen overtopping the Sierra Madre to the N.E., while the *San Jacinto Peaks* (p. 587) are visible on the S.E. horizon. To the S. and S.W. lies the ocean, with the mountainous islands of *Santa Catalina* (p. 568) and *San Clemente* (with its curious rivers of sand and relics of an unknown race).

The city of Pasadena is well laid out and contains good *Schools*, *Churches*, a **Public Library* (notable both for architecture and excellent management), an *Opera House*, and other substantial buildings. The *Museum of the Pasadena Academy of Sciences* contains an interesting collection of antiquities, fossils, and objects of natural history. The wealth of vegetation in the streets and gardens includes the eucalyptus, pepper-trees, olives, lemon and orange trees, cork and india-rubber trees, date and fan palms, bananas, guavas, Japanese persimons, locust trees, and other trees and shrubs too numerous to name. The annual *Floral Parade* (Jan. 1st) attracts thousands of onlookers from Los Angeles and elsewhere. The roads in the neighbourhood are good, and many pleasant drives may be made. Comp. 'All about Pasadena', by *C. F. Holder*.

One of the most popular excursions from Pasadena is the ascent of *Echo Mountain* and of *Mount Lowe* (see p. 571). — The ascent of ***Mt. Wilson** (5760 ft.) is generally accomplished by omnibus to the foot of the trail and thence to the summit by burro (fare, there and back, including mule and guide, $2½). A good road, 9 M. long, beginning at *Eaton Cañon* (5 M. from Pasadena and 2½ M. from Altadena, see below; omnibus twice daily to this point) ascends to the top of *Mt. Harvard* (5433 ft.; Martin's Camp, open throughout the year, $2), an adjacent peak, whence the top of Mt. Wilson is easily reached. The *View is extensive and very beautiful. The ascent of the two peaks is also often made from *Santa Anita* (p. 527). — The **San Gabriel Mission* (see p. 586) lies 3½ M. to the S.E. of Pasadena; the road to it leads through large orange-groves. — Among other easily accessible points of interest near Pasadena are *Stoneman's Ranch*, with fine orange-groves, 1 M. to the S.; *Sunny Slope Winery*, 3½ M. to the E.; the *Shorb* or *San Gabriel Winery*, 2½ M. to the S., said to be the largest in the world; *Baldwin's Ranch* (p. 569), 5 M. to the E.; the *Ostrich Farm* (adm. 25 c.), 1½ M. to the N.W.; *Millards' Cañon*, 5 M. to the N.; *Arroyo Seco Cañon*, 5 M. to the N.W., reached via the *Devil's Gate* (tramway); *Linda Vista*, 2 M. to the N.E.; and **La Cañada Valley*, 4½ M. to the N.W. The last five points may be easily combined in one circular drive. *Mt. Disappointment* (5200 ft.) and *Brown's Peak* (5300 ft.) may be ascended (with guide) by those who are fond of mountain-climbing. *Mt. San Antonio* (*Old Baldy*; 10,140 ft.), 27 M. to the N.E., is best ascended from *Upland* (p. 527).

The sportsman will find abundance of game for his gun in the vicinity of Pasadena, including bears in the remoter recesses of the mountains. Coursing is also practised, the hares or jack-rabbits affording good sport.

Beyond Pasadena the 'Short Route' of the Pacific Electric Co. (see p. 569) goes on to (6 M.) **Altadena** (1300 ft.), near the foot of the Sierra Madre. Immense tracts here are covered in winter by brilliant poppies.

From Altadena the Mount Lowe Electric Railway, starting from Los Angeles, runs to (2½ M.) the *Rubio Falls* in the *Rubio Cañon* (1900 ft.), whence a Great Cable Incline, 1000 yds. long, ascends to the summit of **Echo Mountain** (3500 ft.; return-fare from Los Angeles $1½), which commands a wide and beautiful view. Here are the *Lowe Observatory* (with a

SOUTHERN CALIFORNIA
Scale 1: 750.000
Statute Miles
Kilomètres
PACIFIC OCEAN
Sierra Santa Ana
LOS ANGELES
Pasadena
Long Beach
Santa Ana
Riverside
Pomona
Ontario
San Bernardino
Redlands
Mt Wilson
Mt Harvard
Sierra Madre Mts
Monrovia Hill
Mt San Antonio
Cucamonga Pk
Irvington Station
Arrowhead
Burbank
Verdugo Park
Los Angeles R.
Glendale
Tropico
Garvanza
Raymond
Alhambra
Hollywood
Sta Monica Mts
Altadena
Sierra Madrella
Hamanda
Duarte
Azusa
Glendora
San Antonio
Lordsburg
Claremont
Upland
N. Cucamonga
Rosena
Rialto
S. Dimas
Shorb
S. Gabriel Mission
East Los Angeles
Brooklyn Heights
Covina
San Jose Hills
San Jose Creek
A. Romona
S. Cucamonga
Colton
Bloomington
Bassett
Puente
Pico
Workman Jct
Rowland
Walnut
Chino
Declezville
Stalder
Jurupa Mts
Potato
Highgrove
Palms
Spanish Town
Hazard
Sandini
Whittier
Fedley
Santa Ana R.
Stanford
Florence
Bells
Rivera
Puente Jct
Inglewood
Howard Summit
Arena
Gardena
Monetta
Belvidere
Redondo Beach
Nadeau Crossing
Downey
Santa Fe Springs
Studebaker
Norwalk
Workman
Compton
Clearwater
Dominguez
Nigger Slough
Los Angeles R.
Fullerton
Richfields
Rancon
Corona
Arlington
Alessandro
Anaheim
Olive
Los Alamitos
Miraflores
El Modena
Orange
Birby
Los Cerritos
Bixby Sl.
Wilmington
Lomard
Alamitos Bay
Westminster
Temescal
Perris
Rattlesnake I.
San Pedro Bay
Anaheim Landing
Santa Ana R.
Santiago Creek
Tustin
Pt Vincente
San Pedro Mt
San Pedro
Pt Fermin
Bolsas Creek
Fairview
Modjeska
El Toro
French Hill
Newport Beach
San Joaquin

16-inch equatorial telescope open to visitors) and a collection of native wild animals. — From Echo Mt., the mountain-railway goes on to the *Alpine Tavern* (5000 ft.; $3-3½). Hence we may ascend on foot or on pony-back ($1 each, including share of guide) to the top of **Mt. Lowe** (6000 ft.), which commands a view extending for over 100 M. in every direction. The route skirts the wonderful *Grand Cañon*. The return-trip from Alpine Tavern to Echo Mt. is made by gravity.

100. From Los Angeles to San Diego and National City.

Coronado Beach.

132 M. Santa Fe Railway to (126 M.) *San Diego* in 4 hrs. (fare $3.85; return-fare, good for 14 days, $6, for 30 days $7.50; chair-car 50 c.) and to (132) *National City* in 4½ hrs. (fare $3.95).

Los Angeles, see p. 566. 2 M. *Redondo Junction*, for the line to *Redondo Beach* (p. 568). The train runs at first through groves of oranges and walnuts and afterwards over meadows. A good view is obtained to the left, above the foot-hills, of the *Sierra Madre* (p. 570). Beyond (7 M.) *Bandini* we cross the *San Gabriel River*. At and beyond (10 M.) *Rivera* many oil-well pumps are seen on the heights. 13 M. *Santa Fé Springs* (155 ft.); 27 M. *Anaheim* (Commercial Hotel, $2), a pleasant little town, in one of the best orange-growing districts of the State. We cross the S. Pac. Railway. English walnut-trees are frequent, and we now meet with the first olive-orchards, with small gray trees like those of S. France. Before reaching (32 M.) *Orange* (180 ft.; The Villa, from $ 1¾), the junction of the line from San Bernardino (see p. 526) and a centre for celery and peanut growing, we cross the wide sandy bed of the *Santa Ana River*. This part of the line passes through numerous fine orange-groves. — 34 M. *Santa Ana*, a fruit-packing town, is the junction of a short line to (11 M.) *Newport Beach*, on the coast. Near (47 M.) *El Toro* (425 ft.), whence stages run to (9 M.) *Laguna Beach* (fare 25 c.), is *Modjeska*, the winter-home of Mme. Modjeska. We now descend rapidly through a rolling green country, not unlike the fells near Appleby and Carlisle. To the left, at (56 M.) *Capistrano*, are seen the interesting ruins of the *Mission of San Juan Capistrano*, founded in 1776 and overthrown by an earthquake in 1812. It has been rescued from farther ruin and partly restored by the 'Landmarks Club', which devotes itself to such work along this coast, and is still used for services. We reach the ocean at (59 M.) *San Juan* ('Whahn'), and henceforward for nearly 60 M. have it close to us on the right. A little below is *Dana's Point*, over which the hides were hurled, as narrated in Dana's 'Two Years before the Mast'. — From (85 M.) *Oceanside* (Anchorage, new; Miramar, from $ 2) a drive (team with driver, $ 2) may be taken to the (4 M.) *Mission of San Luis Rey de Francia*, which, after standing empty and in ruins for nearly a century, is again occupied by Franciscans. A branch-line runs from Oceanside to (20 M.) *Fallbrook* and (23 M.) *Escondido*. Fine views of the ocean to the right. At (108 M.) *Sorrento* we begin the ascent of a steep grade to (112 M.) *Miramar*, beyond which we descend, pass-

ing from a rich fruit-growing country of lemons, figs, loquats, olives, and many other varieties, into a country of vast plains, rolling back to the foot-hills on the east, all given over to sheep-grazing.

126 M. **San Diego** *(Robinson*, situated on a hill above the town, $2½-5; *Peters*, on University Heights, new; *Helix*, from $2, small but well spoken of; *Brewster*, from $2½, R. from $1; Brit. vice-consul, *Mr. W. T. Allen)*, a city of (1900) 17,700 inhab., has, like many other Californian towns, been the subject of a 'boom' which has led it to lay out streets and town-lots in places likely to be mere pasture-land for many years to come. It is now, however, steadily growing, carries on a considerable fish-industry, and contains many churches, schools, public buildings, and public parks. It lies on a bay of its own name and has the best harbour on the Pacific Coast after that of San Francisco. Steamers ply regularly to San Pedro (p. 568), San Francisco, and ports in Lower California, and sailing vessels to Hawaii, Australia, and numerous Californian ports, while a through-car (sleeper) runs over the Santa Fé route, on the 'California Limited', to Chicago in 3 days. The climate is mild and equable (mean temp., Jan. 54°, Aug. 69°), and the country is very fertile, both in fruit and grain. Mulberry-trees thrive here, and a silk-industry is growing up. The city contains a U. S. garrison (Fort Rosecrans), and also possesses a U. S. jety, new quarantine and naval coaling stations, and fortifications. The following excursions may be made nearly as well from *Coronado Beach* (see below) as from San Diego.

About 6½ M. to the N. of San Diego is the old *Mission of San Diego*, the first settlement (1769) made by white men in California. Its olive-groves are very prolific. The Mission may be reached by taking the electric car to (4 M.) the hills overlooking the *Mission Valley*, and thence by burro (hard to find), or on foot (2½ M. to Mission from car-terminus); or we may drive all the way, descending the curious and very steep '*Mission Grade*'. Drivers should return by the *Old Town of San Diego* (the original settlement), with its adobé buildings, the house in which Ramona was married (see *H. H.*'s 'Ramona'), the Spanish church-bells (100 years old), and a mission-school attended by Indian and white children. — Other favourite points are (5 M.) *Paradise Valley;* the *Sweetwater Dam* (14 M. to the E.), 396 ft. long, 90 ft. high, and 12-46 ft. thick, forming a reservoir with a capacity of 6,000,000,000 gallons (these two best reached by the National City Otay R. R. from San Diego to *Tia Juana* (p. 573; return-fare $1); *Pacific Beach*, reached by a steam-tramway (10 M.); *La Jolla Cave* ('Holya'), with the curious 'Alligator Rock', 14 M. to the N.W., which can be entered only when the tide is out (this and Pacific Beach may be combined with a visit to the Old Town by taking the San Diego, Pacific Beach, & La Jolla Railroad); and *El Cajon Valley* ('Cahon'), 15 M. to the N.E. (reached by the San Diego, Cuyamaca, & Eastern R. R.).

An interesting trip by steamer (once weekly) may be made from San Diego to (11 hrs.) *Ensenada* (Iturbide, $2), a town in Lower California, Mexico, with golf-links, a fine climate, and wild scenery.

Coronado Beach, on a small peninsula immediately opposite San Diego and forming the outer arm of San Diego Bay, is reached from San Diego Railway Station in 20 min. by an electric car (5 c.) and ferry (5 c.), connecting with an electric car leading to the hotel

(5 c.; hotel-automobiles from the station to the hotel 50 c., incl. ferry and hand-baggage). Coronado Beach, about 12 M. in length, consists of a narrow tongue of sand, running to the N. from the mainland and ending in the expansions known as the *South* and *North Beach*, each about $1^1/_2$ M. square. The latter, opposite Point Loma (see below), forms the S. horn of the entrance to San Diego Bay and is still mainly a waste of sand and chaparral, kept as a game preserve (of rabbits and quail chiefly) for the guests of the hotel. The South Beach, on the other hand, has been partly laid out as a city and contains several hundred cottages, fine trees, beautiful gardens, a Japanese cottage and tea-garden (adm., including tea and cake, 25 c.), golf-links with club-house, and other attractions. Its permanent population is about 1500. The University of California (p. 502) has a small marine biological station on this beach, which is to be enlarged and have an Aquarium added. The ***Hotel del Coronado** (from $3, summer and pension rates, less) is one of the largest, finest, and most comfortable hotels in California, and is delightfully situated close to the ocean and an excellent sandy beach. Adjacent are bathing-tanks of salt-water, for summer and winter use, while steam-yachts, launches, and boats afford opportunity for excursions by water. Flowers thrive wonderfully on Coronado Beach, and the flower-beds adjoining the hotel are of astonishing brilliancy. The tower of the hotel commands a splendid *View.

The **Climate** of Coronado Beach is mild, dry, and equable (mean winter temp. 53°, spring 59°, summer 68°, autumn 65°). The daily range is singularly small, the difference between the lowest and the highest mean temperature of the 24 hrs. amounting in some years to only 10°. The average annual rainfall is ten inches, and the average number of rainy days is less than a score. The *Coronado Mineral Water*, used in the hotel, has been found efficacious in liver and kidney complaints.

Among the points of interest on South Beach are the *Ostrich Farm* (adm. 25 c.) and the beautiful **Botanical Gardens* ($^2/_3$ M. from the Hotel; station on the electric line to the ferry). Near the hotel is a *Tent City* (summer only), under the same management, consisting of 1000 tents furnished as hotel-bedrooms, with a hydrant at each, and including a theatre, a restaurant, shops, and reading and concert rooms. Expenses may be comfortably limited here to $1 daily. — An excursion should be made to *Point Loma* (°View), the N. horn of the entrance to San Diego Bay, reached by boat to *Ballast Point* (2 M. below the view-point) or by carriage from San Diego. The uppermost of the two lighthouses here, 500 ft. above the sea, is said to be the most loftily-situated lighthouse in the world (now disused). About midway between the landward end and the extreme point of the headland is the site of a Theosophical Institution of the 'Universal Brotherhood', with its 'Homestead Hotel (from $ 3). — Other excursions may be made to the places mentioned in connection with *San Diego* and *National City*. — Good fishing for mackerel, barracouda, halibut, and bluefish is obtained in the bay or ocean, while quail may be shot on North Beach and wild-fowl along the shore.

Beyond San Diego the railway soon reaches its terminus at (132 M.) **National City** (*San Miguel*, $2-3), with 1086 inhab., connected by a steam-motor line with (13 M.) *Tia Juana* ('Teea Hooahna'; Aunt Jane), situated just beyond the Mexican frontier.

101. The Yosemite Valley.

Approaches. The usual and most convenient approach to the Yosemite Valley is that described below, viâ *Berenda* and *Raymond* (26 hrs. from San Francisco; 18 hrs. by the special express route, p. 575). The Valley is also sometimes entered viâ *Stockton*, *Oakdale*, *Chinese*, and the *Big Oak Flat Road* (see below), or viâ *Merced* and the *Coulterville Road* (see below). The approach viâ Stockton is now hardly ever used. The picturesque Hetch-Hetchy Valley (p. 581) and the Calaveras Grove (p. 501), though not on any of the recognized Yosemite routes, may be included in the Yosemite trip if the visitor is willing to make the necessary détours. At least one day extra would be required in either case. Circular tickets of any desired character, including transportation only, going and returning by one or diverse routes, or including all necessary expenses at hotels and on the trails while in the Valley, may be obtained during the summer season at the San Francisco office of the *Yosemite Stage & Turnpike Co.* (613 Market St.), or at the offices of other transportation lines into the Valley. From San Francisco, the price of the standard round-trip ticket, including transportation only, is $38; the minimum charge for board at the hotels on the way and in the Valley (two days) averages about $3 per day. Trail expenses in the valley depend entirely on circumstances, but if animals and guides are used will amount to not less than $3 per day. Similar tickets may be procured at Los Angeles (standard round-trip $46.20) and other places where these companies have offices. It is advisable to apply for tickets several days in advance, as the stage-accommodation in entering the Valley is limited; and the same precaution should be observed in leaving the Valley.

Travellers approaching the Valley viâ the Stockton and Oakdale route take the train from San Francisco to (103 M.; 4 hrs.) *Stockton* (p. 501) and from Stockton to (34 M.; 1½ hr.) *Oakdale*, proceeding by the Sierra Railway to (35 M.; 1¼ hr.) *Chinese*, and go on thence by stage to (ca. 50 M.) the Valley (comp. p. 502).

Travellers entering viâ Merced (pp. 525, 564) take the train from San Francisco to (143-152 M.; 4 hrs.) *Merced*, and the stage thence to (42 M.; 8 hrs.) *Coulterville*, where the night is spent at a good hotel. Next morning they start at 6 a.m. and proceed viâ *Hazel Green* (luncheon-station), reached at noon, to (46 M.) the Valley, which is reached at 5 p.m. At Hazel Green begins what is known as the 'Double Loop', which means that in going towards the Valley we go past the *Merced Big Trees* and through the *Merced Cañon*, while in returning we pass the *Tuolumne Big Trees* (round-trip from San Francisco $28.50; 50 lbs. of baggage free).

Hotels. The only hotel in the Valley itself (p. 577) affords reasonably comfortable quarters. There are also fair hotels at the stopping-places of the stages on the way into the Valley, and likewise a good inn at Glacier Point (p. 579). Two comfortable camps are now established, where the visitor gets a bed in a tent and substantial food for considerably less than the hotel rates (*Curry's Camp* and *Yosemite Camp*, each $2 a day).

Season. Plan of Tour. The season of travel in the Yosemite begins about April 1st and ends about Nov. 1st. Perhaps the middle of May is on the whole the best time for a visit, as the roads are then generally free from snow or dust, the temperature is pleasantly warm by day and cool at night, the waterfalls are still full of water, the snow-effects on the mountains are lovely, and the wild-flowers are in profusion. On the other hand some of the trails may still be closed by snow. Campers commonly visit the Valley in June, July, or Aug., and suitable camping-places are set apart for their use. It is possible to see all the points usually visited in about three days, but it is advisable to spend at least a week in the Valley. Those who have time for one trip only should select that to Glacier Point, which gives a view of the Valley itself, the Sierra Nevada, and the Vernal and Nevada Falls. Next in importance come the Falls just named, Eagle Peak and the Yosemite Falls, and Cloud's Rest (this last for the more energetic). No one should fail to see the sunrise reflected in Mirror Lake, a sight which can be included in any of the ordinary daily

YOSEMITE VALLEY
1:123.000
(1.94 Miles to an Inch.)
Statute Miles.
Kilomètres.
Kai-al-au-wa-Hill
8969
Boundary Hill
7822
Yosemite Falls
6262
Eagle Peak
7731
Eagle Peak Trail
Old Trail
Big Oak Flat Road
Cascade Creek
Yosemite Creek
Indian Cañon
Little Winkle Branch
Indian Rock
8462
Basket Dome
7604
North Dome
7525
Cascade
Tenaya Creek
Clouds Rest
9912
Mt. Watkins
8200
8423
9407
Half (South) Dome
8927
6934
Mirror L.
Washington Tow.
Awaya Pt.
6920
Royal Arches
5452
Sentinel Rock
7005
Sentinel Dome
8205
Glacier Pt.
7258
Grizzly Pt.
6207
Vernal Falls
Nevada Fall
5921
Cascade Cliffs
7728
L. YOSEMITE V.
Merced R.
Mt. Broderick
6635
Cap of Liberty
7062
Ribbon Fall
7006
El Capitan
7012
Fireplace Bluffs
6688
6648
Kai-al-au-wa Cliffs
7257
Merced R.
5074
4342
13925
Coulterville Road
3885
3960
Bridal Veil Fall
5820
Cathedral Spires
5934
Profile Cliff
7425
Bridal Veil Trail
Dewey Trail
Wawona Road
Leaning Tow.
6631
6819
The Figures
Inspiration Pt.
Artist Pt.
5608
To-pi-ne-me-te Bl'f
7213
6802
7060
Mt. Beatitude
6871
Old Inspiration Point
Ostrander's Rocks
8157
7778
Big Tree Station to Glacier Point
Old Mono Trail
Mt. Starr King
8595
8571
9179
8467
Illilouette Cañon
Illilouette Falls
6999
Panorama Trail
Glacier Point Road
Yosemite Valle Park Boundary
Clouds Rest Trail
Tenaya Lake to Bridle
Nevada Trail
Diving Board
Register Rock
Starr King Trail
Rosemite Trail
Old Mono Trail
Big Oak Flat Road
Eagle Peak Trail
Old Trail
Cascade Creek
Yosemite Creek
Indian Cañon
Little Winkle Branch
Tenaya Creek
Clouds Rest Trail
Yosemite Valle Park Boundary
Merced R.
Big Oak Flat Road
Coulterville Road
Wawona Road
Bridal Veil Trail
Dewey Trail
Big Tree Station to Glacier Point
Old Mono Trail
Illilouette Cañon
Panorama Trail
Glacier Point Road
Nevada Trail
Diving Board
Register Rock
Starr King Trail
Rosemite Trail
Tenaya Lake to Bridle
Clouds Rest Trail
Yosemite Valle Park Boundary
Merced R.

excursions. The charges for horses, mules, carriages and guides are reasonable, and are fixed by the Board of Commissioners (tariff on application at the hotel). The roads on the floor of the Valley are good, and the mountain-trails are as a rule excellent bridle-paths, though nervous persons, or those inclined to dizziness, may find some of them rather trying to ride down. In this case, however, it is easy to dismount and go on foot, letting the mule follow. The *Guides* ($3) are usually courte us and obliging, but do not compare in intelligence or knowledge of the country with the best Swiss guides. The trails are so unmistakable that their functions are mainly confined to looking after the horses.

Bibliography. The standard work on the Yosemite is the 'Yosemite Guide-book' by *Prof. J. D. Whitney* (published in three sizes, but at present unfortunately out of print). See also *J. M. Hutchings'* 'Yosemite Valley and Big Trees', and *D. J. Foley's* 'Yosemite; Souvenir and Guide'. Excellent maps of the Yosemite Valley have been published by the U. S. Corps of Engineers (Wheeler Survey) and the Geological Survey of California. Good photographs may be obtained from Taber & Co., the Sunset Photo & Engraving Co., and R. J. Waters, at San Francisco, or from George Fiske, in the Valley itself. — The botanist will find the Yosemite Valley a place of great interest, and the number and variety of its wild flowers are especially remarkable. The singular snow-plant *(Sarcodes sanguinea)*, elsewhere rare, is frequently found in or near the Yosemite in May and June. It has the form of a bright scarlet column, 3-12 inches high, and grows on the edge of snow drifts or in ground recently covered with snow. Good shooting and fishing may also be obtained.

According to the present time-tables the train (through-sleeper from San Francisco at 11.25 p.m. to Raymond) leaves *Berenda* (see p. 564) early in the morning and runs towards the E. to (22 M.) *Raymond* (hotel). The stages, in which the seats we are to retain till we reach our destination are assigned to us by number, leave Raymond about 6.45 a.m. [After May 1st a 'Special Limited Stage' leaves Raymond at 6 a.m., arriving at the Yosemite at 6 p.m. of the same day.] The first part of the drive is comparatively uninteresting, as well as hot and dusty in summer; it is therefore hoped that the railway may be extended to Ahwanee (see below). Beyond (12 M.) *Grub Gulch* we are accompanied for some time by a long 'flume' for bringing timber down the mountains. To the right is a *Gold Mine*, worked by electric power.

20 M. **Ahwanee** (*Hotel*, $3, R. $1) is the luncheon-station. — The scenery now improves. *Look-out Point* commands a fine retrospect, extending over the plain to the coast-hills. The timber along the road is striking, including sugar-pines *(Pinus Lambertiana)*, yellow pines *(Pinus ponderosa)*, silver firs *(Abies magnifica)*, cedars *(Libocedrus decurrens)* and oaks, besides pretty blossoming trees like the dogwood *(Cornus Florida)*, buckeye *(Aesculus Californica)*, and California lilac *(Ceanothus integerrimus)*. The curiously twisted and red-trunked manzanita *(Arctostaphylos glauca)* is also abundant.

40 M. **Wawona** or **Big Tree Station** (3925 ft.; *Hotel*, $3-4, S., R., & B. $3½), the usual halting-place for the night (reached about 6 p.m.), is beautifully situated on the S. fork of the *Merced River* (p. 576) and forms pleasant headquarters for a prolonged stay. The principal point of interest in the vicinity is the *Mariposa Grove of Big Trees*, 8 M. to the S.W., usually visited by Yosemite travellers on their way out of the valley (additional cost, $2). — The roads

from *Merced* (p. 564) and *Madera* (p. 564), by which a few visitors approach the Yosemite, join ours at Wawona.

The ***Mariposa Grove of Big Trees** (6500 ft.), so-called from its situation in Mariposa ('butterfly') county, occupies a tract of land, 4 sq. M. in area, reserved as a State Park, and consists of two distinct groves. 1/2 M. apart. The *Lower Grove*, which we reach first, contains about 100 fine specimens of the *Sequoia gigantea* (see p. 501), including the 'Grizzly Giant', the largest of all, with a circumference of 94 ft. and a diameter of 31 ft. Its main limb, 240 ft. from the ground, is 6½ ft. in diameter. In ascending to the *Upper Grove*, which contains 365 big trees, the road goes through a tunnel, 10 ft. high and 9½ ft. wide (at the bottom), cut directly through the heart of a living Sequoia, 27 ft. in diameter. The road passes close to nearly all the largest trees in the Grove, the names and dimensions of which will be supplied by the driver. About 10 of the trees exceed 250 ft. in height (highest 272 ft.) and about 20 trees have a circumference of over 60 ft., three of these being over 90 ft. The Calaveras Grove (see p. 501) has taller trees than any in the Mariposa Grove, but the latter has those of greatest circumference. Many of the oldest trees have been marred and reduced in size by fire. The wood of the *Sequoia gigantea*, like that of the *Sequoia sempervirens* (redwood; comp. p. 555), is easily worked, durable, and susceptible of a high polish. Small articles made of it may be bought at the pavilion in the Upper Grove.

To the W. of the Wawona Hotel rises *Signal Peak* (7860 ft.), the top of which (7 M.) may be reached by a good road. The *View embraces the San Joaquin Valley (p. 561) and innumerable peaks of the Sierra Nevada. — The **Chilnoualna Falls* (a cascade of 2000 ft.), 2 M. to the N.E., are reached by a good bridle-path and will repay a visit.

Good fishing and shooting (with some chance for a bear) are obtainable round Wawona. — Close to the hotel is the Studio of *Mr. Thomas Hill*, well known for his pictures of the Yosemite. Dried flowers, exquisitely mounted by Mrs. Hill, Jr., may be bought here.

Beyond Wawona the scenery traversed is of a very high order. The road mounts rapidly, commanding a series of grand views, and finally attains an elevation of 6500 ft. The descent is equally rapid. At (53 M.) *Eleven Mile Station* the horses are changed. At (55 M.) *Chinquapin Station* the direct road to *Glacier Point* diverges to the right (see p. 580). About 6 M. farther on we reach ****Inspiration Point** (5600 ft.), where we obtain the first view of the valley, with El Capitan to the left, Cathedral Spires and Sentinel Dome to the right, and the Half Dome and North Dome in the background. Farther on we descend a winding road, with rapid turns, 'hair-pin' bends, and glorious views of the Valley. On reaching the floor of the Valley, we skirt the *Merced River* and pass near the foot of the **Bridal Veil Fall* (right, p. 579), while views of the *Virgin's Tears* and (farther on) of the *Yosemite Falls* (p. 578) are obtained to the left. The Coulterville and Big Oak Flat roads come in from the N. and run along the other (N.) bank of the river. — 67 M. *Yosemite Village* (4000 ft.), with the *Sentinel Hotel* ($ 2½-4) and the office of the Guardian of the Valley (see p. 577). The stage arrives here about 1 p.m. (one-day express-stage, see p. 575).

The ****Yosemite Valley** ('full-grown grizzly bear'; pron. 'Yosémity') is a gorge or cañon on the W. slope of the Sierra Nevada, traversed by the *Merced River* and enclosed by rocky and almost vertical walls.

The nearly level floor of the valley is 8 M. long and about 3850 ft. above sea-level, while the enclosing walls are 3000-5000 ft. higher. The width between the walls varies from ½ M. to 2 M. At several points huge waterfalls are precipitated over the face of the rocky walls into the valley below. The park-like floor of the valley is carpeted with fine flower-studded grass and freely sprinkled with beautiful trees and shrubs, while the emerald-green Merced flows through it in alternate reaches of calm and turmoil.

'The principal features of the Yosemite, and those by which it is distinguished from all other known valleys, are: first, the near approach to verticality of its walls; second, their great height, not only absolutely, but as compared with the width of the Valley itself; and finally, the very small amount of *talus* or *débris* at the base of these gigantic cliffs. These are the great characteristics of the Yosemite, throughout its whole length; but, besides these, there are many other striking peculiarities, and features both of sublimity and beauty, which can hardly be surpassed, if equalled, by those of any mountain valleys in the world' *(Whitney)*.

The visitor standing on the floor of the valley sees no outlet in any direction and feels curiously separated from the rest of the world. Perhaps no single valley in Switzerland combines in so limited a space such a wonderful variety of grand and romantic scenery.

The formation of the valley was at first ascribed to erosion or even to glacial action; but Prof. Whitney has proved to the satisfaction of most authorities that it was most probably due to a mighty convulsion of nature, caused by the subsidence of a limited area, marked by lines of 'fault' or fissure, crossing each other nearly at right angles. The ragged masses of rock that fell into the chasm were gradually covered up by the action of the river, ultimately producing the smooth level floor that the valley now presents. The geological formations are entirely granitic.

The Yosemite Valley was first seen by white men, so far as is known, in 1851, when a small party of soldiers came upon it suddenly when in pursuit of Indians. The first settlement was made in 1857, and other buildings were soon erected as the attractions of the Valley became known and tourists began to crowd in. In 1864 an Act of Congress was passed, handing the valley itself, with the adjacent territory for a distance of about 2 M. all round it, to the State of California for the purposes of a *State Park*. This park is managed by the Governor and a board of State Commissioners, and these are represented on the spot by the Guardian of the Valley, whose office is near the Sentinel Hotel. The State Park is enclosed by the *Yosemite National Park*, which takes in the entire watershed of the rivers of the valley. About a score of the so-called *Digger Indians* (Shoshonians), who originally occupied the valley, still survive. They are of the lowest type of red men, supporting themselves partly on roots and acorns and partly by fishing.

Perhaps the most striking object in the valley, to most visitors, is the cliff known as ***El Capitan** (7012 ft.), which rises prominently as the N.W. buttress of the cañon. It is not by any means the highest part of the cañon-walls, though rising to a height of 3300 ft. above the

floor of the valley, but produces its effect by its dominating position, its majestic form, the bareness and verticality of its face, and the narrowness of the valley in front of it. It has two faces, one looking W. and the other S., which join each other almost at right angles. The summit cannot be reached without a long and arduous journey, which is seldom undertaken. The *Ribbon Fall* or the *Virgin's Tears*, about 2000 ft. high, descends over the cliffs just to the W. of El Capitan. It is a beautiful fall in the early part of the season, but loses most of its water in summer. — To the E. of El Capitan are the fine peaks named the **Three Brothers**, the highest of which, known also as *Eagle Peak* (7751 ft.), is a favourite view-point (see p. 580). — In the recess to the E. of Eagle Peak, near the centre of the valley, are the ****Yosemite Falls**, where the creek of that name descends to the valley in three leaps, with a total height of 2500 ft. The *Upper Fall* has a vertical descent of 1436 ft.; the *Middle Fall* consists of a series of cascades with a total descent of 626 ft.; while the *Lower Fall* is 400 ft. high. This is the highest waterfall in the world with anything like the same body of water. At the top it is about 35 ft. wide. Seen at its best, this fall is certainly one of the grandest features of the valley; but it dwindles considerably as the season advances. A splendid ice-cone, 500 ft. high, forms at the foot of the Upper Fall in winter. Trail to the top, see p. 580. — The projection to the E. of the Yosemite Falls is named **Yosemite Point** (6897 ft.) and commands a splendid view (comp. p. 581). The ravine to the E. of this is known as *Indian Cañon*. The wall of rock on the other side of Indian Cañon is known as the **Royal Arches**, so called from the semicircular cavities on its front. Adjoining these, at the angle formed by the beginning of the Tenaya Cañon (see below), rises the *Washington Tower* or *Column* (5856 ft.), which is itself a cub or spur of the huge *North Dome* (7525 ft.).

We have now, in our survey, reached the head of the Yosemite Valley proper, where it splits into the three narrow cañons of the *Tenaya* or N. fork of the Merced to the N., the *Merced* proper in the middle, and the *Illilouette* or S. fork of the Merced to the S. (comp. p. 581). To the S. of the Tenaya Cañon, opposite the N. Dome and forming the E. terminus of the Yosemite Valley, rises the singularly shaped ****South** or **Half Dome** (8927 ft.), which disputes with El Capitan the place of the most remarkable single feature of the valley. 'It strikes even the most casual observer as a new revelation in mountain forms; its existence would be considered an impossibility if it were not there before us in all its reality; it is a unique thing in mountain scenery, and nothing even approaching it can be found except in the Sierra Nevada' *(Whitney)*. The Half Dome was first ascended in 1875 by a man named Anderson, who scaled the summit on the S.E. side by means of a rope attached to pegs driven into the rock. Anderson's ladder has, however, been allowed to go to ruin, and at present the top of the Half Dome is inacces-

sible. — To the S.W. of the Half Dome, at the angle formed by the Tenaya and Merced Cañons, rises *Grizzly Peak* (6207 ft.), a grim, wooded, and nearly inaccessible summit.

Passing over the Merced Cañon, which enshrines the *Vernal* and *Nevada Waterfalls* (see p. 580), we now come to the S. wall of the Yosemite Valley, the first (easternmost) peak of which is ****Glacier Point** (7297 ft.), the most frequently visited, and in many respects the finest, of the points of vantage from which to view the valley. A description of the trail to it and the view from it is given at p. 580. — For about 1 M. to the W. of Glacier Point the wall of the valley runs nearly in a straight line and is almost wholly covered with talus or débris. Above this, but a little back from the valley, rises the **Sentinel Dome** (8205 ft.), which commands a very extensive view (see p. 580). The front-wall just mentioned ends on the W. in the ***Sentinel Rock** (7005 ft.), the most conspicuous rock on the S. face of the valley. Its ascent is not difficult nor dangerous for climbers. — Next in order, as we proceed towards the W., come the slender *Cathedral Spires* (5934 ft.), adjoined by the imposing ***Cathedral Rocks** (8831 ft.), opposite El Capitan. Over the W. side of the lower part of these rocks pours the ***Bridal Veil Fall,** which some visitors deem the finest in the valley. It has a clear vertical fall of about 630 ft., with a width of 50-70 ft. The name is derived from the effect on it by the wind, which often makes it flutter like a white veil. Like most of the other falls, it loses much of its grandeur as the summer advances. A fine rainbow is generally visible on this fall between 4 and 6 p.m.

The above enumeration includes most of the principal points in the valley itself or in its immediate walls. Below follows a short description of the routes leading to these as well as to other points not included in the valley itself but generally visited thence. The hotel (p. 576) is taken as starting-point. For information as to horses, guides, and so on, comp. p. 575.

(1.) °Lower Round Drive (12-20 M.), on the floor of the Valley (fare $2½ each; incl. Mirror Lake and Cascades, $3½). This drive gives a very good general idea of the Yosemite wonders, but, as most of them are almost as well seen on entering the valley by stage, it need not be taken by those whose time is limited. The points visited include the foot of the *Yosemite* and *Bridal Veil Falls* (see p. 578 and above), and it is well to time the drive so as to see the afternoon rainbow on the latter (see above). The *Cascade Falls* are about 3½ M. below the Bridal Veil Fall, beyond the limits of the valley proper. *Mirror Lake* (see p. 581) is about 3 M. to the N.E. of the hotel.

(2.) Glacier Point (5½ M.; horse $3). The Glacier Point trail (well-made but somewhat trying on horseback for those liable to giddiness, esp. in descending; quite safe and not very steep for walking) begins near the foot of Sentinel Rock, not far from the hotel. The trail ascends the steep face of the cliff in zigzags. *Union Point,* about two-thirds of the way up, commands a fine view. Close by is the singular *Agassiz Column.* °°**Glacier Point** (7297 ft.), marked by a flagstaff, where an iron rail has been fixed between two rocks, commands a splendid view of most of the Valley, the floor of which lies almost perfectly sheer below us. A little way from the edge of the cliff is the small and unpretending, but fairly

comfortable *Glacier Point Hotel* ($ 3, meal $ 1), the porch of which commands a magnificent °°View of the Merced Cañon, with the Vernal and Nevada Falls and the Cap of Liberty, the Half Dome, and the *High Sierra*, including (named from right to left) Mt. Starr King, Red Mt., Gray Mt., Mt. Clark, Mt. Ritter (in the extreme distance), Mt. Florence, Mt. McClure, Tenaya Peak, and Mt. Lyell (p. 582). Nearly every evening a fine display of fireworks (announced by a horn) is given here by throwing burning brands, etc., over the cliff (well seen from below). — Glacier Point is accessible, for those who can neither ride nor walk up the trail, by carriage-road from *Chinquapin* (see p. 576), but this roundabout journey takes about a day (5½ hrs. each way) instead of 4-5 hrs. It may also be reached via *Nevada Fall* (see below), and those who spend the night here may return by this route. Many visitors now ascend from the Sentinel Hotel to Glacier Point and drive thence to (14 M.; 5½ hrs.) Wawona (p. 575). — The top of **Sentinel Dome** (p. 579) is about 1¼ M. from Glacier Point and is easily reached thence on foot or horseback (no extra charge). From Sentinel Dome the excursion may be extended to the (1½ M.) so-called *Fissures* (horse 75 c. extra).

(3.) °°Vernal and Nevada Falls (5½ M.; horse $ 3). The excellent *Anderson Trail*, which as far as Vernal Fall is so broad and easy as to give no cause for nervousness, begins about 2¼ M. to the S.E. of the Sentinel Ho. and winds along the flank of *Grizzly Peak* (p. 579), with the beautiful *Merced River* rushing downwards on the right. A good distant view is obtained (right) of the *Illilouette Falls* (p. 581). About ¼ M. below the Vernal Fall we cross the river by a bridge, which commands one of the best views of it. Beyond the bridge is the so-called *Register Rock*, where the trail forks, the left branch leading to the flat *Lady Franklin Rock*, near the foot of the Vernal Fall. The (2 M.) °**Vernal Fall** has a vertical descent of 350 ft., with a width of 70-80 ft. Behind rises the picturesque °*Cap of Liberty* (7060 ft.). We may now ascend to the top of the fall by an easy path protected by an iron chain. From Register Rock (see above) the trail (now narrower and steeper) makes a wide sweep to the right before reaching the top of Vernal Fall, where the flat rock, with a natural parapet, permits an approach to the verge of the water. Just above is the beautiful °*Emerald Pool*. The trail recrosses the river about halfway between the top of the Vernal Fall and the bottom of the Nevada Fall. Above the bridge is the °*Diamond Cascade* and below it is the °*Silver Apron*. We soon obtain a fine view of the (3¾ M.) superb °°**Nevada Fall**, which has a slightly sloping descent of about 600 ft. and ranks with the Yosemite Falls. — Many visitors turn at the foot of the Nevada Fall, but those who have time and strength should certainly follow the steep trail to (¾ M.) its top.

The trail to the *Little Yosemite* and *Cloud's Rest* (see p. 581) diverges to the left before we reach the bridge above the falls.

Beyond the bridge the trail goes on, along the flank of *Mt. Starr King* (9197 ft.), to (12 M.; 17 M. from the hotel; horse $ 6) Glacier Point (see p. 581); and this route is recommended to those who have time. The night may be spent at Glacier Point Hotel (see above). This trail crosses the *Illilouette* just above the falls (see p. 581).

(4.) °Eagle Peak and Yosemite Falls (6-6½ M.; horse $ 3). To reach Eagle Peak trail, a steep but well-made bridle-path (not so dizzy as the Glacier Point trail), we cross the bridge behind the Sentinel Hotel (p. 576), turn to the left a little farther on, and cross the bridge over the creek descending from the Yosemite Fall. The trail diverges to the right about ¼ M. beyond the last-named bridge, ascends round and up the ledges adjoining the Falls cañon, and then descends to (1½ hr.) a hitching-place near the foot of the °°**Upper Yosemite Fall** (see p. 578). We clamber over the rocks and approach as near the fall as we care to penetrate through the clouds of spray, gaining an overwhelming impression of the stupendous power and volume of this marvellous waterfall. Continuing to follow the trail, we keep to the left, where a path to the right diverges to the top of the Yosemite Fall and again to the left at the next fork, where the path to the right leads to Lake Tenaya (comp. p. 582). The °View from **Eagle Peak**

(p. 578) extends farther to the W. than that from Glacier Point and includes some peaks of the High Sierra. — If time allows, a visit to the top of the Yosemite Fall (see above) should certainly be combined with this trip. The *View of the fall from above is as impressive in its way as that from below. A large boulder about 12 yds. below the bridge above the fall, on the left (E.) side of the stream, shakes or rather jerks perceptibly at irregular intervals, as may be felt by leaning against it. This movement is probably caused by the water of the fall entering some cavern far below. The trail crossing the above-mentioned bridge leads to *Yosemite Point* (p. 578), which commands a view similar to that from Eagle Point. If time and strength do not allow a visit to both, the top of the Yosemite Falls and Yosemite Point should be preferred to Eagle Peak.

(5.) *Mirror Lake (carr. $ 1), a small piece of water, about 4 M. to the N.E. of the Sentinel Hotel, at the mouth of the Tenaya Cañon, is visited for its wonderful reflections of the North and South Domes and Mt. Watkins. Its surface is generally most unruffled early in the morning, and visitors usually go to see the sun rise in it over the Half Dome (about 8 a.m. in summer). The reflections are also good by moonlight.

(6.) Cloud's Rest (9-10 M.; horse $ 5). This excursion is one in high favour among the more energetic visitors to the Valley. It is accomplished in one day (12 hrs.). The trail is good and not difficult, but the upper part of it is apt to be buried in snow in the early part of the season. — From the hotel to the point where the trail diverges from that to the top of the Nevada Fall, see p. 580. A little farther on the trail to the so-called *Little Yosemite* (6000 ft.) diverges to the right from the Cloud's Rest trail. **Cloud's Rest** (9,912 ft.) commands a splendid *View of the walls of the Yosemite Valley and of the High Sierra. Immediately to the S.W. is the Half Dome; to the N., across the Tenaya Cañon, rises Mt. Watkins (see below). Among the most prominent peaks of the Sierra (named from N. to S.) are Mt. Hoffman, Tenaya Peak (with Tenaya Lake belowit), the Cathedral, Mt. Dana, Mt. Gibbs, Mt. Lyell, Mt. Clark, and Mt. Starr King (see p. 580).

(7.) Falls of the Illilouette (2½ M.). The falls of the Illilouette or *Tululaweak* may be reached by a somewhat rough scramble up the cañon of the Illilouette, opening to the S. of the Merced Cañon (comp. p. 579). The total height is about 600 ft.; the main fall is 400 ft. high. They are also passed on the trail from Nevada Fall to Glacier Point (see p. 580). Most visitors will content themselves with the distant view from the Vernal Fall trail (see p. 580). A good echo is returned from *Echo Wall*, in the Illilouette Cañon.

(8.) **Mt. Watkins** (8200 ft.) rises on the N. side of the Tenaya Cañon and is sometimes ascended from the N.

Among the longer excursions in the High Sierra, which can be made by those who prolong their stay in the Yosemite Valley, are those named below. Guides are necessary in all cases, and a little experience in mountain-climbing is desirable for some of the ascents. Rough accommodation for the night can sometimes be procured, but in other cases camping out is necessary. — About 12 M. to the N. of Yosemite is the *Cañon of the Tuólumne (four syllables), a stream which, in this part of its course, runs nearly parallel with the Merced and is very attractive from the beauty and variety of its waterfalls and the grandeur of its overhanging cliffs. The upper part of the cañon can be easily reached on horseback by the *Virginia Creek Trail*, which leaves the trail to Mono Lake at Tenaya Lake (see p. 582) and soon brings us to the first and uppermost of three picturesque groups of cascades, with a total descent of 2000 ft. within 1½ M. (comp. p. 578). About 20 M. lower down is the *Hetch-Hetchy, a remarkable counterpart of the Yosemite, on a somewhat smaller scale, but closely resembling it in its main features, with similar high cliffs and fine waterfalls. It cannot easily be reached by descending the cañon, but is approached by the *Tioga Road*, running N. from *Crocker's Station* on the *Big Oak Flat Road* (comp. p. 574). From Crocker's to (56 M.) the *Hetch-Hetchy*

Valley, a stage runs during June, July, and August; saddle-horses and vehicles can be hired at Crocker's. Those who make this trip must provide their own food and camp-accommodation. — **Lake Tenaya**, 18 M. N.E. from the Sentinel Hotel, viâ the Eagle Peak trail (comp. p. 580), reached also from Crocker's (p. 581), lies near the head of the Tenaya Cañon, in the midst of a grand mountain amphitheatre. *Tenaya Peak*, on its E. side, may be ascended with little difficulty. Beyond this lake the trail (to the left the Virginia Creek trail, see above) goes on to the (5 M.) **Tuólumne Meadows** (8500 ft.), at the head of the Tuólumne Cañon (p. 551). The scenery here is very fine. Near the head of the Meadows are the (5 M.) *Soda Springs*, a favourite camping-ground for those making the ascent of Mt. Dana or Mt. Lyell (see below). The trail goes on to (20 M.) *Mono Lake*. — **Mt. Dana** (13,225 ft.; there and back, 3-4 days), the loftiest peak near the Yosemite, commands a very extensive view and is generally ascended from Soda Springs (see above; no particular difficulty). — **Mt. Lyell** (13,217 ft.) is more difficult and should not be attempted except by experts (3-4 days). It is also ascended from Soda Springs. — **Mt. Hoffmann** (10,870 ft.; 'View) may be ascended from Tenaya Lake in half-a-day. — Visitors to the *Little Yosemite* (see p. 580) may go through the gorge at its head, passing the *Silver Chain Cascade*, to the *Lost Valley* (there and back in one day).

102. From San Francisco to Portland.

772 M. Southern Pacific Railway ('Shasta Route') in 36 hrs. (fare $ 20; sleeper $ 5). This line traverses some fine scenery and affords good views of *Mt. Shasta* (p. 583); some of the engineering difficulties were very great.

Steamers of the *Oregon R. R. & Navigation Co.* leave San Francisco every 5 days for Portland (2 days; fare $ 16, incl. berth and meals). The voyage is a pleasant one and usually calm in summer.

From *San Francisco* to (90 M.) *Sacramento* and (108 M.) *Roseville Junction*, see pp. 503-501. Our line here diverges to the left from that to *Ogden* and runs to the N., ascending the valley of the *Sacramento*, which flows at some distance to the left. 142 M. *Marysville* (65 ft.), a city of 3497 inhab., at the confluence of the *Feather* and *Yuba Rivers*. To the left rise the *Marysville Buttes* (1800-2100 ft.). At (163 M.) *Biggs* (100 ft.) we cross the Feather River. 186 M. *Chico* (195 ft.; 2640 inhab.). A fine fruit-growing country is traversed. Near (213 M.) *Tehama* (220 ft.) we cross the Sacramento.

Beyond (260 M.) *Redding* (555 ft.), near the head of the Lower Sacramento Valley, we enter upon a stretch of very picturesque scenery (observation-car), where the train crosses the winding Sacramento 18 times and threads 12 or more tunnels in 80 M. At (269 M.) *Copley* (600 ft.) the Indians spear salmon. Between (277 M.) *Kennet* (670 ft.) and (282 M.) *Morley* (720 ft.) the Sacramento is joined by the *Pitt River*. To the right rise the *McCloud Mts.* The *McCloud River*, which flows into the Pitt River, is one of the finest trout-streams in California. 298 M. *Delta* (1140 ft.), a good fishing-station. Near (306 M.) *Gilson* (1390 ft.) we pass through fine pine-forest. To the left, near (320 M.) *Castle Crag* (2085 ft.; Hotel, $ 1½-2), rise the imposing **Castle Crags*, towering to a height of 4000 ft. above the river and forming a very striking piece of scenery. Near (324 M.) *Dunsmuir* (2195 ft.) we obtain our first view of the huge snow-clad dome of *Mt. Shasta* (in front, to the right). 325 M. *Upper Soda Springs* (2360 ft.; Hotel,

$2); 327 M. *Shasta Springs*, with the pretty *Mossbrae Falls*. A little farther on we cross the Sacramento for the last time and ascend rapidly, round the **Great Bend*, to (333 M.) *Mott* (3150 ft.). — At (338 M.) *Sisson* (3555 ft.; *Sisson Tavern, $ 1½-2½), in *Strawberry Valley*, we enjoy a grand, unimpeded view of Mt. Shasta. The town was almost totally burned down in June, 1904. To the left rise the *Scott Mts.* (*Mt. Eddy*, 9150 ft.).

The top of *Mt. Shasta (14,440 ft.) is 12 M. from Sisson and may be ascended thence (there and back) in 30-36 hrs. (guides, horses, etc., at Sisson Tavern; total expense $ 15-20 each). The night is spent at *Sisson's Camp* (9000 ft.), just above the timber-line. There is a Geodetic Monument on the main peak. Mt. Shasta is a huge extinct volcano, and its volcanic character is clearly discernible in the *Crater* or *W. Peak* (12,900 ft.), where there is a crater ¾ M. in diameter and 2500 ft. deep. Hot springs and solfataric action are also visible near the top of the main peak. The *View from the summit is very extensive.

From (341 M.) *Upton* a branch-line runs to (18 M.) *McCloud*, a model lumber camp, employing about 750 men. At (345 M.) *Black Butte Summit* (3900 ft.) the train reaches the summit of the pass across the N. part of the Sierra Nevada and begins its descent. To the right we obtain views of the five distinct cones of *Muir's Peak* or *Black Butte* (6500 ft.). The trees through which we run include the sugar pine (*Pinus Lambertiana;* with cones 12-18 inches long), the yellow pine (*P. ponderosa*), the contorted pine (*P. contorta*), the cembra pine (*P. flexilis*), and the nut pine (*P. Sabiniana;* cones 12 inches long and 6 inches thick). 355 M. *Edgewood* (2955 ft.) commands a good retrospect of Mt. Shasta. We now ascend the *Shasta Valley*, with the *Shasta River* at some distance to the right. From (377 M.) *Montague* (2540 ft.) the *Siskiyou Mts.* (7660 ft.) are visible to the left. From (389 M.) *Thrall* a branch-line runs to (12 M.) *Klamath Springs Station*, whence stages (fare $ 2½) ply to (8 M.) *Klamath Hot Springs* (2700 ft.; Hotel, $ 2-2½), at the junction of the *Klamath River* and *Shovel Creek*, a beautifully situated health and pleasure resort, with mineral springs and mud baths (efficacious in rheumatism, etc.). Near (395 M.) *Hornbrook* (2155 ft.) we cross the *Klamath River* and begin to ascend the Siskiyou Mts. (gradient 4:100). Beyond (404 M.) *Coles* (2905 ft.) we enter *Oregon* ('Webfoot State'). The line passes through a long tunnel just before reaching the summit at (414 M.) *Siskiyou* (4130 ft.). To the right is *Pilot Rock* (6430 ft.), the S. outpost of the *Cascade Mts.* (p. 476). — The train now descends rapidly, through tunnels and around curves, into *Rogue River Valley*. — 431 M. *Ashland* (1900 ft.; 2634 inhab.). *Mt. Pitt* (9760 ft.) rises to the right. — 446 M. *Medford* (1400 ft.) is the nearest station to (85 M.) the curious *Crater Lake*.

*Crater Lake (6240 ft.) lies on the summit of the Cascade Mts., occupying the abyss formed by the subsidence of an extinct volcano of the size and height of Shasta. It is 6 M. long and 4 M. wide. Its most peculiar feature is the perpendicular enclosing wall of igneous rock, 1000-2000 ft. high, in which there are but one or two openings. There is no visible affluent or outflow, but the water, though destitute of animal life, is fresh and sweet

and of a phenomenally clear ultramarine hue. The lake is 2000 ft. deep and thus the deepest body of fresh water on the continent. *Wizard Island*, in the centre of the lake, 845 ft. high, is an extinct volcanic cone and is a curious instance of a crater within a crater. The road to the lake is fair, and the descent to the water's edge may be made in about ½ hr. For a visit to the lake from Ashland or Medford 6-8 days should be allowed. Conveyances, camping outfits, and information may be obtained at both places. The district containing this lake has been set apart as the *Oregon National Park*. Government has recently placed some trout in Crater Lake For an excellent account of the lake, see *Mazama* (p. 585), Vol. I, No. 2.

Beyond Medford, to the right, stands *Table Rock*. 476 M. *Grant's Pass* (960 ft.); 510 M. *Glendale* (965 ft.); 552 M. *Myrtle Creek* (635 ft.); 574 M. *Roseburg* (490 ft.; 1690 inhab.), on the *Umpqua River*. To the right is *Diamond Peak* (8807 ft.), and farther on, on the same side, are the *Three Sisters* (8500 ft.). Beyond (649 M.) *Eugene* (455 ft.) we descend the pretty and well-wooded valley of the *Willamette* (left). 667 M. *Harrisburg* (335 ft.). — 692 M. *Albany* (240 ft.) is the junction of a line to (11 M.) *Corvallis* and (83 M.) *Yaquina*, on *Yaquina Bay* (p. 586). — 720 M. **Salem** (190 ft.; *Willamette Hotel*, $2-3), the capital of Oregon, a small city with 10,422 inhab., the *State Capitol*, and various other State buildings and institutions. — 757 M. *Oregon City* (95 ft.), with 3494 inhab., possesses a fine water-power supplied by the *Falls of the Willamette* (40 ft.). — 771 M. *East Portland* (55 ft.). The train then crosses the Willamette.

772 M. **Portland** (**The Portland*, from $3; *Imperial*, R. $1-2; *Perkins*, R. from $1; *Grand Central;* Brit. Consul, *Mr. James Laidlaw*), the business capital of the Pacific North-West, is advantageously situated on the Willamette, 12 M. above its confluence with the *Columbia*. Pop. (1900) 90,426, including *East Portland* and *Albina*, now incorporated with the city. These figures include about 3000 Chinese. Its position at the head of deep-sea navigation on the Columbia and Willamette and its extensive railway connections with the N., E., and S. have made Portland an important commercial centre, and it ranks among the wealthiest cities of its size in the country.

Portland was first settled in 1843, and its growth since then has been rapid and uninterrupted. The annual value of its exports now amounts to about $25,000,000 (5,000,000*l.*), the chief articles being wheat, lumber, flour, wool, and fish (salmon, etc.). It manufactures pig iron, woollen goods, flour, furniture, beer, cordage, and other goods to the annual value of $23,450,000 (4,700,000*l.*). It has steamship lines to San Francisco and other ports on the Pacific Coast, Puget Sound, British Columbia, Alaska, China, and Japan, while its sailing vessels ply to Great Britain, China, South America, and New York. — The annual rainfall at Portland is 46 inches.

In 1905 Portland is to be the scene of a Centennial Fair to commemorate the crossing of the Continent by the intrepid explorers Meriwether Lewis and William Clark in 1805. See the section on Portland in *Powell's* 'Historic Towns of the Western States' (1901).

The Union Railway Station, at the corner of N. 6th and Irving Sts., is a roomy and handsome building, with a tall clock-tower. About ¾ M. to the S. of it, in the block enclosed by Jefferson, Madison, 4th, and 5th Sts., is the City Hall, containing the *Oregon Historical Society's Museum* and the *Hawkins Museum of Natural*

History. Other important edifices in the business part of the city are the *Chamber of Commerce* (Stark St.; with an *Intelligence Bureau* for strangers), the *Post Office & Custom House* (5th St.), the *Court House* (4th St.), the *Opera House* (Morrison St.), the *Masonic Temple* (Morrison St.), the *Daily Oregonian Office* (cor. of 6th and Alder Sts.), and the *Marquam Block* (Morrison St.). The *Portland Library*, Stark St., is a tasteful Romanesque building, containing also the *Art Association Rooms*, with etchings, casts etc. The *Portland Industrial Exposition Building*, in Washington St., is used for annual exhibitions. The most notable churches are the *Presbyterian Church* (cor. of Alder & 12th Sts.), the *White Temple* (Baptist; cor. of Taylor & 12th Sts.), and the new Episcopal *Cathedral* (cor. of 19th & Everett Sts.).

The Willamette, which is lined with docks, warehouses, and sawmills, is spanned by four bridges connecting the suburbs to the E. with the business and old residential districts to the W. of the river. The finest residences are on the *King's Hill*, *Couch Adition*, *Portland Heights*, and *Willamette Heights* on the W. side, and in *Hawthorn Avenue* and *Irvington* on the E. side. The upper part of King's Hill is occupied by the *City Park*, easily accessible by the Washington St. trolley-cars and well worth a visit. To the N.W. is the wilder scenery of *McClay Park*, with a deep cañon and primitive forest, through which passes the attractive *Cornell Road*. The *Riverside Drive*, S. of the city, along the Willamette, is also picturesque.

The visitor to Portland will, however, best use his leisure by ascending the *Portland Heights* on the W. side of the city (easily reached on foot or by tramway) for the sake of the magnificent *Mountain View they command.

Mt. Hood (p. 586), 60 M. to the S.E., is the most prominent peak, but the rounded dome of *Mt. St. Helens* (p. 478; 50 M. to the N.), *Mt. Adams* (p. 476), and *Mt. Rainier* (p. 478) are visible, and the view also includes the *Coast Range* and the valleys of the *Columbia* and *Willamette*. The best point for this view is *Council Crest* or *Fairmount*, 1000 ft. above the city and about 1 hr.'s walk or ¾ hr.'s drive from its centre. Practically the same view may be had from the fine drive way called the *Boulevard* that now encircles the hills a little below the top, about 800 ft. above the city.

Portland is the headquarters of the *Mazamas*, an Alpine Club (200 members) founded in 1894, which has done much to make the mountain-scenery of the Pacific North-West better known through its periodical the *Mazama* and in other ways (annual dues $3).

Excursions from Portland.

The favourite excursion from Portland is the voyage up the *Columbia River to (60 M.) the *Cascades* and to (110 M.) *The Dalles* (fare $3½; return fare $5; comp. p. 505; Or. R. R. & Nav. Co. Office, cor. of 3rd and Washington Sts.). The traveller may take the trains to Dalles, spend the night there, and return next morning by the steamer. If the trip is made only one way, the steamer should be preferred, as the scenery is not seen to the best advantage from the train. The boats leave early in the morning, but travellers can go on board the night before. On the way we pass (18 M.) *Vancouver*, the military headquarters of the Department of the Columbia.

Steamers (office as above) also descend the Lower Columbia to (106 M.) *Astoria* (ca. 8 hrs.), affording a good view of the wide estuary of a great river. A visit to a *Salmon Cannery* may be combined with the trip. Astoria

may also be reached by the *Astoria & Columbia River R. R.* (100 M.). — **Astoria** (*Occident Hotel*, $ 2; Brit. vice-consul, *Mr. P. L. Cherry*), a small seaport with 8381 inhab., formerly famous for its fur-trade, has 3 M. of wharves on the Columbia. Excursions may be made hence to (16 M.) *Clatsop Beach* (hotel) and *North Beach* (in Washington; return-ticket from Portland to either of the Beaches, $ 4½).

The **Willamette** affords another pleasant trip, steamers plying regularly to *Oregon City* (p. 584), *Dayton*, and *Corvallis* (p. 584).

***Mt. Hood** (11,225 ft.) is conveniently ascended from Portland by taking the train to (66 M.) *Hood River* (comp. p. 505).

Mt. St. Helens (a more or less active volcano), *Mt. Adams*, *Mt. Jefferson*, and the *Three Sisters* may also be visited from Portland; but the trails are rough, and camping out is necessary in each case.

Among other points of interest visited from Portland are the *Multnomah Falls* (p. 506), *Crater Lake* (p. 583), and *Yaquina* (p. 584), *Newport* (Ocean House), and other places on *Yaquina Bay* (8 hrs. by train; return-fare $ 6).

From Portland to *Tacoma* (for *Seattle*, *British Columbia*, *Alaska*, etc.), see R. 105; to *Omaha* and the *East*, see R. 88.

103. From San Francisco to New Orleans.

2490 M. Southern Pacific Railway ('Sunset Route') in about 4 days (fare $ 57.50; 30-days ticket, with 'stop-over' privileges, $ 67.50; sleeper $ 14). Through-carriages.

From *San Francisco* to (484 M.) *Los Angeles*, see R. 97b.

Beyond Los Angeles the train runs to the E. through the fruitful *San Gabriel Valley* (p. 569). From (488 M.) *Shorb* (460 ft.) branch-lines diverge to (5 M.) *Pasadena* (p. 569) and to (10 M.) *Monrovia* (p. 527) and (12 M.) *Duarte*. — 491 M. *San Gabriel* (410 ft.; Hotel San Gabriel, known as 'The Grape Vine', with a huge trellised vine, 100 years old, in its garden) is the site of the interesting ***Mission de San Gabriel Arcangel**, founded in 1771. The *Mission Church*, erected in 1804 with material imported from Spain, is seen to the left, just before we enter the station. The old Mission gardens and vineyards deserve a visit. *Pasadena* (see p. 569) lies about 3 M. to the N.W. To the N. and E. is the *Sierra Madre Range* (p. 569). — At (498 M.) *Bassett* (290 ft.) a loop-line diverges to *Covina*, rejoining the main line at Pomona. — 516 M. *Pomona* (860 ft.; The Palomares, $ 2½), with 5526 inhab., is one of the prettiest and most prosperous of the fruit-growing towns in the *San Bernardino Valley* (p. 527). Large crops of alfalfa (six yearly) and beet-root are also raised here. A little to the S.E. is the admirable Experimental Station of the University of California. — 520 M. *Ontario* (980 ft.; Ontario, $ 2), a brisk little fruit-growing town with 2600 inhab., lies in the midst of a striking landscape, with the four highest mountains of S. California in sight (Mt. St. Bernardino and Grayback to the E., San Jacinto to the S.E., and Mt. San Antonio or Old Baldy to the N.). It is connected with (2½ M.) *Upland* (p. 527) by the beautiful **Euclid Avenue*, planted with eucalyptus and pepper trees and traversed by an electric tramway. A branch-line runs to *Chino*, with a large beet-sugar factory. — 524 M. *South Cucamonga*.

540 M. **Colton** (965 ft.; *Trans-Continental Hotel*, $ 1½-3;

Capital, $2), a town of 1285 inhab., is of importance as the junction of lines to *San Bernardino* (p. 526), on the N., and *San Diego* (p. 572), on the S. It grows large quantities of fruits of various kinds and is widely known for its excellent black and white marble (comp. p. 546).

The train now begins to ascend rapidly towards the ridge of the *San Bernardino Mts.*, which we cross, at (563 M.) *Beaumont*, by the *San Gorgonio Pass* (2560 ft.). On the other side we descend as rapidly towards the Colorado Desert (see below). To the right are the striking *San Jacinto Mts.* (highest summit 10,800 ft.), to the left the San Bernardino Range.

The **Colorado Desert**, which we now traverse for about 150 M., is a barren sandy wilderness, a great part of which actually lies below sea-level (see below). Almost nothing grows on it except cactus and yuccas. The Gulf of California would seem to have extended to the vicinity of the San Gorgonio Pass and when it receded left a large inland sea of salt-water, which finally dried up, leaving large deposits of salt near Salton (see below). — 569 M. *Banning* (2320 ft.); 575 M. *Cabazon* (1780 ft.); 583 M. *White Water* (1125 ft.). The so-called 'Hog Wallows' of this district are oblong mounds, a foot or two above the general level, produced by wind and drifting sand. — About 7 M. to the S.W. of (589 M.) *Palm Springs* (585 ft.) lies *Palm Valley* (inn), at the E. base of the San Jacinto Mts., with the only natural grove of date-palms in California and a curious hot sand-spring. It is now frequented to some extent as a health-resort (as it was, byanother race, long before the Spaniards found it in 1537), and fruit-growing is also carried on. — 612 M. *Indio* (Southern Pacific Hotel, $2), also frequented by consumptive patients, is an attractive place, with fine palms and cottonwood trees. The tract between here and Yuma is a desolate desert, hot even in mid-winter. At Indio, we are about 50 ft. below the level of the sea, and at (637 M.) *Salton* we reach a depth of 263 ft. below sea-level. In 1891 a lake, 30 M. long, 10 M. wide, and 4 ft. deep, was created near Salton by the Colorado River, the country thus partly reverting for a time to the physical conditions mentioned above. From (666 M.) *Old Beach*, a branch-line runs to the S. to (27 M.) *Imperial*, an oasis made by irrigation. At (671 M.) *Flowing Well* we are again 5 ft. above sea-level. 683 M. *Mammoth.* — About 47 M. farther on we cross the *Colorado River*, and enter *Arizona* (p. 521).

731 M. **Yuma** (140 ft.; *Southern Pacific Hotel*, with *Rail. Restaurant*, $2½; *Gandolfo*, R. from $1), with 4125 inhab., one of the hottest places in the country, was established by the Spanish missionaries in 1700 and lies on the Colorado just below its confluence with the *Gila* ('Heela'). The Mexican frontier is only 7 M. to the S. The *Yuma Indians*, specimens of whom sell bows and arrows, etc., at the railway-station, have a reservation adjoining the Colorado. The *Territorial Prison* is situated at Yuma.

The train now follows the course of the Gila (left) through an arid and unattractive district. Cacti are abundant, including many specimens of the giant cactus *(Cereus giganteus;* Mex. *sahuaro)*, often 40 ft. high and 'looking like a Corinthian column surmounted by candelabra'. Mirages are often seen in crossing Arizona by this route. To the left rise the *Castle Dome Mts.*, to the right the *Gila Range*. Farther on other mountains are seen on both sides and vegetation appears sparsely, the desolation being relieved by the wonderful colouring and curious rock-formation. The sunrises and sunsets here are worth seeing. The line gradually ascends from Yuma, affording views of the Gila river at intervals. 854 M. *Gila Bend* (735 ft.; The Kindall); 873 M. *Estrella* (1520 ft.). — From (896 M.) *Maricopa* (1175 ft.) a branch-line runs to the N. to (34 M.) **Phœnix** (*Adams Ho.*, from $ 3, R. from $ 1; *Commercial Hotel*, R. from $ 1; *Ford Ho.*, $ 2½-5); the capital of Arizona, a well-built, modern city of 5544 inhab., in the well-irrigated and amazingly fertile *Salt River Valley*. The remains of several prehistoric towns have been found in the vicinity. From Phœnix to *Ash Fork*, see p. 524. — About 16 M. to the N. (2 hrs. by stage) of (917 M.) *Casa-Grande* (1395 ft.; Casa Grande, Woods Ho., $ 2½) are the interesting remains of the pueblo of *Casa Grande* or *Chichitilaca*, with enormous adobé walls. — We continue to ascend steadily.

982 M. **Tucson** (pron. 'Toosohn'; 2390 ft.; *Santa Rita*, $ 5; *St. Xavier*, at the station, from $ 2½; *New Orndorff*, $ 2-3; *San Augustin*, from $ 2½; *Windsor*, R. from $ 1), a quaint old Spanish-looking place with 7531 inhab., is the largest city of Arizona and carries on a considerable trade with Mexico. Copper, cattle, and the railroad shops are its chief sources of wealth. Tucson contains the *Territorial University*, an *Indian School*, and an interesting *Desert Botanical Laboratory* in connection with the Carnegie Institute (p. 323). In its vicinity is a *U. S. Agricultural Station* for experimental work. About 9 M. to the S. is the old mission-church of *St. Xavier del Bac*, founded at the close of the 17th century (since when, it is said, service in it has never ceased).

Beyond Tucson the *Santa Rita Mts.* are seen to the right, culminating in *Mt. Wrightson* (10,315 ft.); to the left are the *Santa Catalina Mts.* — Crossing the *San Pedro* river, we reach (1031 M.) *Benson* (3580 ft.), the junction of a branch-line to (353 M.) *Guaymas*, on the W. coast of Mexico (Gulf of California). At (1053 M.) *Dragoon* (4615 ft.) we reach the highest point of this part of the line and begin to descend slightly. 1073 M. *Wilcox* (4165 ft.); 1081 M. *Railroad Pass* (4395 ft.). From (1097 M.) *Bowie* (3760 ft.), a branch-line runs to (35 M.) *Solomonsville*. At (1127 M.) *Stein's Pass* (4350 ft.), in the *Peloncillo Range*, we enter *New Mexico* (p. 533). 1147 M. *Lordsburg* (4245 ft.), the junction of a branch-line to (71 M.) *Clifton* and its rich copper-mines. — 1207 M. *Deming* (4335 ft.; Depot Hotel, from $ 3; Faywood, from $ 2½), a place of 1341 inhab.,

is the junction of the A. T. & S. F. line to *Rincon* (for La Junta, Denver, etc., see p. 520) and also of a short line to (48 M.) *Silver City*. — 1215 M. *Zuñi* (4185 ft.; not to be confused with the pueblo mentioned at p. 524). One mile beyond (1288 M.) *Rogers* we cross the wide and deep valley of the *Rio Grande* (itself here an insignificant stream) by a superb steel bridge, and enter *Texas* ('Lone Star State'), the largest state in the Union (265,780 sq. M., or larger than France). Texas, besides raising cattle, is rapidly growing in commercial importance, producing cotton, wine, iron, coal, oil, and rice which rivals that of Carolina.

1294 M. **El Paso** (3715 ft.; *Angelus*, from $ 2½, R. from $ 1; *Sheldon*, $ 3-5, R. $ 1½-2½; *Orndorff*, $ 2½-4; *Pierson*, R. from $ 1; *Rail. Restaurant*), a city of 15,906 inhab., is situated on the left bank of the Rio Grande and has become a place of some industrial importance, with silver-smelting works and cattle-yards, iron-foundries, and railroad-shops. It is the chief gateway of the trade between the United States and Mexico, and 'the Pass' to everywhere, being the S. terminus of the A. T. & S. F. line (R. 92b), the W. terminus of the Texas & Pacific Railway (R. 104), the N. terminus of the Mexican Central Railway (R. 108), the E. terminus of the El Paso & South-Western Railway, and a junction of the Rock Island system. Just across the river is the Mexican town of *Ciudad Juarez* or *El Paso del Norte* (see p. 613), connected with El Paso by an 'international' tramway. — Railway time changes here from the 'Pacific' to the 'Central' standard (2 hrs. faster); local time accords with the 'Mountain' standard (comp. p. xviii).

Beyond El Paso the line rises and falls, as it follows the general course of the Rio Grande, here forming the boundary between Texas and Mexico. Antelopes are occasionally seen from the train and prairie-dogs frequently. 1307 M. *Ysleta* (3665 ft.); 1348 M. *Fort Hancock* (3520 ft.); 1387 M. *Sierra Blanca* (4510 ft.), a junction with the Texas Pacific Railway (p. 596; 1456 M. *Valentine* (4425 ft.); 1491 M. *Marfa* (4690 ft.), the main depot for *Fort Davis*, a little to the N., the centre of a district for large game, including bears, panthers, and mountain-lions. — At (1505 M.) *Paisano* (5080 ft.) we reach the highest point on the Southern Pacific Railway between San Francisco and New Orleans (1055 ft. higher than the Tehachapi Pass, p. 565). Fine mountain-scenery in the distance. — 1566 M. *Haymond* (3885 ft.); 1611 M. *Sanderson* (2780 ft.; Rail. Restaurant); 1683 M. *Langtry* (1320 ft.), a military post. The Rio Grande is again in sight. Beyond (1694 M.) *Shumla* (1420 ft.) we cross the *Pecos River* by a fine cantilever bridge, 2184 ft. long and 321 ft. high (one of the highest railway-bridges in the world). To the S., between Pecos and Devil's River, in a cañon of the *Rio Grande*, lies the *Painted Cave*, a large cavern with some curious and undeciphered Indian hieroglyphics. As we approach (1735 M.) *Devil's River* (970 ft.)

we see, to the left, the singular *Palisades*, in the *Castle Rock Cañon*. Beyond (1748 M.) *Del Rio* (955 ft.; Del Rio Hotel, $ 2), we leave the Rio Grande and traverse a cattle-raising district. — From (1785 M.) *Spofford Junction* (1015 ft.) a line runs to (35 M.) *Eagle Pass*, the starting-point of the *Mexican International Railway* route to Mexico (see p. 612). 1826 M. *Uvalde* (930 ft.); 1877 M. *Dunlay* (1010 ft.).

1918 M. **San Antonio.** — **Hotels.** New Southern, $ 2½-4; Menger, from $ 3; Bexar, simple; St. James; New Maverick, R. from $ 1; The Argyle, on Adams Heights, excellent for a prolonged stay; Hot Sulphur Wells Hotel, near the town, open in winter only, $ 4-6. — Good restaurant at the *Bexar Hotel*; *Torreon's Restaurant*; *Rail. Restaurant.*

San Antonio (685 ft.), the chief city of Texas and the 'cradle of Texas liberty', is a well-built city, of a distinctly Spanish cast, situated on the *San Antonio River*, which, with its small affluent the *San Pedro*, divides the city into three parts, and by its windings gives occasion for innumerable bridges and culverts within the city limits. San Antonio is an important wool, cotton, horse, mule, and cattle market, and is the centre of numerous railways (see pp. 591, 592). It is also the seat of a United States military post p. 591). Its population of (1900) 53,321, the largest of any city in the state, consists in nearly equal proportions of Americans, Mexicans, and Germans, with a few Coloured people. San Antonio is one of the most interesting cities in the country and will repay a day's halt. It is probably unique in the United States as a town where gambling-dens are still maintained openly, conducted in an honest and orderly manner, and where genuine Mexican cock-fighting is a Sun. afternoon diversion. San Antonio is frequented as a winter-resort by persons of weak lungs (mean temp., winter 52°, summer 82°).

San Antonio de Bexar was settled by the Spaniards about 1690-1700, and, like most of their settlements, combined the character of a *presidio*, or military post, with that of a mission *(San Antonio de Valero)*. The most outstanding event in its history is the 'Fall of the Alamo' in 1836. Texas had determined to resist certain obnoxious laws imposed by Mexico, and the latter sent an army under Santa Ana to reduce the rebels. The advance-guard of 4000 men reached San Antonio on Feb. 22nd and found the fortified Church of the Alamo (see below) garrisoned by a body of 145 Americans (afterwards joined by 25 or 30 more), under Travis, Bowie, and Davy Crockett, who refused to surrender. After a siege of 12 days, the church was finally carried by assault (Mar. 6th) and all the survivors of the gallant little band of defenders were put to the sword. 'Remember the Alamo' became a burning watchword in subsequent struggles. See 'San Antonio de Bexar', a handsomely illustrated volume by *Wm. Corner*, including a sketch by *Sydney Lanier* (price $ 1.25), 'Remember the Alamo', a novel by *Mrs. Barr*, and the 'Historical Sketch of the Alamo', by *Leonora Bennett*, sold in the building.

The first object of interest for most visitors to San Antonio is the *Church of the Mission del Alamo, situated in the Alamo Plaza, in the quarter to the E. of the San Antonio River. The church, which seems to have derived its name from being built in a grove of *alamo* or cottonwood trees (a kind of poplar; Populus monilifera), is a low and strong structure of adobé, with very thick walls. It was built in

1744, but has lost many of its original features. It is now preserved as a national monument (visitors admitted free). — At the N. end of the Alamo Plaza, in *Houston Street*, is the handsome *Federal Building*. On the W. side of the plaza is the building containing the *San Antonio Club* and the *Grand Opera House*.

Following Houston St. towards the left (W.), we cross the San Antonio and reach *Soledad Street*, which leads to the left to the MAIN PLAZA *(Plaza de Las Yslas)*, pleasantly laid out with gardens. On its S. side rises the imposing *Court House* and on its W. side stands the CATHEDRAL OF SAN FERNANDO, dating in its present form mainly from 1868-73, but incorporating parts of the earlier building, where Santa Ana had his headquarters in 1836. — To the W. of the Cathedral is the MILITARY PLAZA *(Plaza de Armas)*, with the *City Hall*.

The *MILITARY POST *(Fort Sam Houston)*, one of the largest in the United States, is finely situated on *Government Hill*, 1 M. to the N. of the city, and deserves a visit. The tower (88 ft. high) in the centre of the quadrangle commands a splendid *View of the city and its environs.

No stranger in San Antonio should neglect to visit some of the other old Spanish Missions near the city. Those most often visited are the *First* and *Second Missions* (see below), but, if time allows, the *Third* and *Fourth Missions* should be included. They can all be seen by a drive of 5 or 6 hrs.

The **Mission of the Conception**, or *First Mission*, lies about 2¼ M. to the S. of the city (reached viâ Garden St.), dates from 1731-52, and is well preserved. The church has two W. towers and a central dome. The sculptures on the W. door should be noticed. — The *__Mission San Jose de Aguayo__*, or *Second Mission*, 4 M. to the S. of the city, dates from 1720-31 and is the most beautiful of all. Among the points to be noted are the W. facade of the church and the doorway, window, and capitals of the small chapel or baptistry. To the W. of the church is the *Mission Granary*, with its arched stone roof and flying buttresses (now used as a dwelling). The line of the rampart of the Mission Square is now obscured by adobe huts erected on its ruins. — The **Mission San Juan de Capistrano**, or *Third Mission*, 6 M. to the S. of San Antonio, dates from 1731. The line of its square is well defined, and its ruined church, chapel, and granary are interesting. About ½ M. distant is a solid old *Aqueduct*, taking water to the Fourth Mission. — The **Mission San Francisco de la Espada**, or *Fourth Mission*, on the W. bank of the San Antonio River, 9 M. to the S. of the city, also dates from 1731. At the S.E. corner of the Mission Square is a well-preserved *Balnarte* or bastion. The *Church* has been restored and is regularly used for service by the Indians here.

About 3 M. to the S. of San Antonio are the *International Fair Grounds and Buildings*, reached either by the Aransas Pass Railway or by electric tramway. It was on these grounds that 'Roosevelt's Rough Riders' were organized in 1898. Adjacent is *Riverside Park*, with fine groves of pecan trees (*Carya olivaeformis*). *San Pedro Park*, 1 M. to the N. of the city, contains fresh springs and a zoological collection.

FROM SAN ANTONIO TO ROCKPORT, 159 M., *San Antonio & Aransas Pass R. R.* in 6½ hrs. The line runs towards the S.E. 61 M. *Kenedy* is the junction of a line to (177 M.) *Houston* (see p. 592). — 138 M. *Gregory* is the junction of a line, crossing *Corpus Christi Bay*, to (11 M.) **Corpus Christi** (*St. James, Merriman*, $ 2), a city of 4703 inhab., frequented as a summer-resort. It has a considerable shipping-trade and is connected by the Texas & Mexican Railway with *Laredo* (p. 592). The *King Ranch*, 45 M. to the S. of Corpus Christi, is the largest cattle-ranch in the United

States owned by one person (Mrs. Richard King). It covers 700,000 acres (1090 sq. M.) and is stocked with 100,000 cattle and 3000 brood-mares. — 159 M. **Rockport** (*Bay View Ho.*, *The Del Mar*, $ 2; *The Shell*, 2 M. from the town, $ 2½-3), a place of 1153 inhab., situated on *Aransas Bay*, is a favourite resort for bathing and for its fine tarpon and other fishing. The famous *Tarpon Club*, consisting of wealthy fishermen from all over the country, has its club-house, an elaborate structure, on *St. Joseph's Island*. Rockport has a good harbour, entered by *Aransas Pass*, which has been improved by the construction of stone jetties. The country round Aransas Pass and Corpus Christi is very fertile and produces large quantities of fruit.

From San Antonio to Austin, 79 M., *International and Great Northern R. R.* in 2½-3 hrs. — 32 M. *New-Braunfels*, a German town founded by the 'Deutscher Adelsverein' in 1844; 49 M. *San Marcos*. — 79 M. **Austin** (*Driskill*, R. $ 1-2½; *Avenue*, $ 2-2½; *Hancock*, $ 2-2½), the capital of Texas, a pleasant little city with 22,258 inhab., lies on the *Colorado River*, in full view of the *Colorado Mts.* Its handsome red granite "*Capitol*, finely situated on high ground, was built by Chicago capitalists in 1881-88, at a cost of 3½ million dollars, in exchange for a grant of 3 million acres of land. It is the largest capitol in America, after that at Washington, and is said to be the seventh-largest building in the world. Other prominent buildings are the *State University* (1350 students), the *Land Office*, the *Court House*, and various *Asylums*. About 2 M. above the city is the **Austin Dam**, a huge mass of granite masonry, 1200 ft. long, 60-70 ft. high, and 18-66 ft. thick, constructed across the Colorado River for water-power and water-works. *Lake McDonald*, formed by the dam, is 25 M. long.

From San Antonio to Laredo, 153 M., *International and Great Northern R. R.* in 6½ hrs. The intermediate stations are unimportant. — **Laredo** (*Hamilton*, $ 2-3; *Ross*, $ 2-2½), a busy commercial city with 13,429 inhab., lies on the left bank of the *Rio Bravo del Norte* or *Rio Grande*. — *Mexican National Railroad* hence to the *City of Mexico*, see R. 106.

Beyond San Antonio the New Orleans line passes a number of stations of no great importance. 1993 M. *Harwood* (460 ft.); 2049 M. *Columbus* (210 ft.); 2098 M. *Rosenberg* (110 ft.).

2126 M. **Houston** (65 ft.; *Rice Ho.*, $ 3-5; *Bristol*, $ 2-2½, R. from $ 1; *Tremont*, $ 1½; *Burnett*, $ 2), locally pronounced 'Hewston', the second city of Texas in population in 1900 (44,633), lies on the narrow but navigable *Buffalo Bayou*, 50 M. above Galveston. It is a characteristic specimen of a 'hustling', go-ahead, 'Western' city, with more than usually extravagant hopes of future development. It carries on a large trade in cotton, sugar, timber, and cotton-seed oil. The numerous manufactories employ about 5000 workmen and in 1900 produced goods to the value of $ 10,640,000. Among the principal buildings are the *Market & City Hall*, the *Cotton Exchange*, the *Court House*, the *Post Office*, and the *Masonic Exchange*. A visit to one of its large *Cotton Presses* is interesting. Houston is a railway centre of great importance, about a dozen lines radiating hence in all directions, and is the E. centre for the workshops of the Southern Pacific Railway.

From Houston to Galveston, *Galveston, Houston & Henderson R. R.* (50 M.) in 1½ hr., or *Galveston, Houston & Northern Railway* (57 M.) in 2 hrs. The chief intermediate stations on each line are (6 M. or 7 M.) *Harrisbury* and (39 M. or 47 M.) *Texas City Junction*. From (22 M.) *Strang* (G. H. & H. R. R.) a branch-line runs to (3 M.)

Sylvan Beach, a small watering-place. As we approach our destination we cross a trestle, more than 2 M. long, leading over the channel between the two wings of *Galveston Bay* to *Galveston Island*.

57 M. **Galveston** (*Tremont*, $ 2½-4; *Grand; Atlanta*, $ 1½-2½; *New City Hotel*, $ 1½; British Consul, *Mr. H. D. Nugent*), the fourth city of Texas in population (37,789 in 1900) but the first in commercial importance, lies at the N.E. extremity of the long and narrow Galveston Island, at the entrance to *Galveston Bay*. It is a most interesting place, well worth a visit. In the hurricane of Sept. 8th, 1900, the city was almost entirely destroyed by a tidal wave, causing the death, direct or indirect, of 6-8000 people. The loss of property was also immense, but Galveston, owing to the courage and rare civic spirit of its inhabitants and to the enterprise of an unusually efficient city government, has rallied bravely from the blow, is rapidly increasing in commercial importance, and, with the opening of the Panama Canal, seems destined for a great future. It claims to be the first grain and cotton shipping port in the United States, and other important exports are wool, hides, flour, fish, and fruit (total value of exports in 1903, $ 144,355,000). The *Gulf Fisheries Co.* maintains packing-houses and a fleet of boats here, supplying fresh fish to Denver and all the West. Galveston has a commodious harbour, and about 50 regular freight and passenger steamer-lines ply to New York, New Orleans, Key West, Havana, Vera Cruz, and various South American and European ports. Galveston Bay has a total area of about 450 sq. M. and is guarded at its entrance by a long bar, through which the U. S. Government has constructed, at vast expense, a deep water-channel flanked by stone-jetties, 5 M. long. These have been repaired since the storm of 1900, and the channel farther deepened. An immense sea-wall has also been built on the outer side of Galveston Island (on the inner side of which the city chiefly lies), to prevent a recurrence of the catastrophe. This wall, made of crushed granite sand and cement, is 3½ M. long and 17 ft. high, 16 ft. wide at its base and 5 ft. wide at the top, the outer wall being curved toward the sea, and is built on a foundation of piles driven 44 ft. deep. The shoreward filling-in, sloping down to the level of the streets, is 200 ft. in width, affording room for a spacious boulevard and driveway, to be planted with trees and shrubbery. There is also a promenade along the top of the wall. The general level of the city, formerly little above the level of the bay, has also been raised some 10 ft., and Galveston Island is to be joined with the mainland by a concrete causeway, 500 ft. wide. To assist the city in these brave and stupendous undertakings, the State remitted its taxes for 15 years. The streets are wide and straight, bordered with palms and young trees, and the residence-quarters abound in luxuriant gardens, shaded with oleanders, magnolias, etc. The parks and trees in the streets are in charge of an association of women. Among the principal buildings are the *Masonic Temple*, with an *Athletic Club*, the new *Custom*

House & Post Office, the *Cotton Exchange*, the *City Hall*, the *Court House*, the *Ball Free School* (a large building with a dome), the *Rosenberg Free School*, the *Free Public Library*, and the *R. C. University* and *Hospital of St Mary*. There is also a good monument to the Texan heroes of 1836 (see p. 590). *Magnolia Grove Cemetery* may be visited. — On the seaward side of the wall is a splendidly smooth and hard *Beach, 30 M. long, affording an unrivalled drive or walk. Good tarpon and other fishing is obtainable. The mean temperature of winter here is about 62°, of summer 82°.

From Galveston to *Fort Worth* and *Newton*, see p. 518; to *Texarkana* (for *St. Louis*, etc.), see p. 510.

Beyond Houston the New Orleans line continues to run towards the E., traversing the great timber-producing part of Texas. At (2176 M.) *Liberty* (40 ft.) we cross the *Trinity River*. 2210 M. *Beaumont* (30 ft.; Clarendon $2^1/_2$-3; Cordova, $2^1/_2$), with 9427 inhab., is one of the centres of an extensive oil-belt, running from Louisiana to Texas, recently discovered and still only partially exploited. It is connected by an electric line with *Sour Lake* (Sour Lake Hotel, $3), another oil-centre, the population of which is said to have risen from 50 to 10,000 within a few months. Beaumont is the junction of lines N. to *Dallas* (p. 595) and S. to *Sabine Pass* (Brit. vice-consul), with a harbour improved by the U. S. Government. Beyond (2233 M.) *Orange* (20 ft.) we cross the *Sabine River* and enter *Louisiana* (p. 422). 2271 M. *Lake Charles;* 2344 M. *Lafayette* (50 ft.). The line now bends towards the S. The flatness of the great stretches of plain next traversed contrasts strikingly with the billow-like prairies farther to the N. The features of the scenery are tree-lined 'bayous', magnolia-groves, live-oaks and cypresses draped with Spanish moss *(Tillandsia usneoides)*, and plantations of sugar-cane, cotton, and tobacco. — 2409 M. *Morgan City* (Costello, $2^1/_2$; 2332 inhab.), with a small zoological and botanical garden (Oneonta Park), may be made the starting-point of an interesting steamer-trip up the picturesque *Bayou Teche*, penetrating the district to which the Acadians were removed (comp. Longfellow's 'Evangeline'). — At (2489 M.) *Alyiers* (p. 462) we leave the train and cross the *Mississippi* by ferry.

2490 M. **New Orleans**, see p. 461.

104. From New Orleans to Dallas, Fort Worth, and El Paso.

Texas and Pacific Railway to (512 M.) *Dallas* in 21-22 hrs. (fare $15.30), to (545 M.) *Fort Worth* in 24 hrs. ($15.30), and to (1160 M.) *El Paso* in 47 hrs. ($29.90). — Passengers by this route connect at Forth Worth with through-carriages for Los Angeles and San Francisco, following the tracks of the Southern Pacific Railway (R. 103) beyond El Paso.

New Orleans, see p. 461. The line at first ascends on the right bank of the *Mississippi*, finally parting company with the river near

(85 M.) *Plaquemine*. From (89 M.) *Baton Rouge Junction* a short line runs to (8 M.) *Port Allen*, opposite *Baton Rouge* (p. 402). From (162 M.) *Bunkie* a line runs to (27 M.) *Simmesport*. From (169 M.) *Cheneyville* a line runs to the S. to *Lafayette* (p. 594), on the S. Pacific Railway. — 194 M. *Alexandria* (Rapides, $2-2^1/_2$) is a pleasant little town of 5648 inhab., on the *Red River*. Steamers ply hence to Shreveport (see below).

324 M. *Shreveport Junction*, for (2 M.) **Shreveport** (*The Inn*, $2^1/_2$-$3^1/_2$; *Phoenix*, from $2; *Caddo*, $2^1/_2$), a busy industrial and commercial city with 16,013 inhab., on the Red River. Its chief exports are cotton and live-stock. Steamers ply regularly to Alexandria and New Orleans. Shreveport is the junction of lines to *Vicksburg* (p. 401) and *Houston* (p. 592). — Our line now bends to the left (W.) and enters *Texas* (p. 589) between (341 M.) *Greenwood* and (347 M.) *Waskom*.

368 M. **Marshall** (400 ft.; *Genocchio*, $2^1/_2$; *De Elgin*, $2-2^1/_2$), a brisk little city with 7855 inhab., machine-shops, and other factories, is the junction of a line to (67 M.) *Texarkana* (p. 512), connecting there with the Iron Mountain Line (R. 91). — 390 M. *Longview* (335 ft.; Mobberly, Magnolia, $2-2^1/_2$) is the junction of the International and Great Northern Railway to Austin (p. 592), San Antonio (p. 590), and Laredo (p. 592). — 437 M. *Mineola* (400 ft.).

512 M. **Dallas** (465 ft.; *Oriental*, $2^1/_2$-5; *McLeod Hotel*, $2-3; *Windsor; Lakeside*, at Oak Cliff), the third city in Texas, lies on the *Trinity River*, in the centre of a rich corn, wheat, and cotton producing district. Pop. (1900) 42,638. It is a railway-centre of great importance, lines branching off to all points of the compass; and the annual value of its trade is $ 45,000,000, of its manufactures about $ 11,000,000. The *Court House* and *City Hall* are large buildings. In 1897 a *Confederate Monument* was erected here, consisting of a shaft of Texas granite 50 ft. high, with statues of Jefferson Davis, Stonewall Jackson, Robert Lee, and Sydney Johnson at its base. On the bluffs (200 ft.) to the S. of Dallas is the suburban town of *Oak Cliff*, with a large Female University.

545 M. **Fort Worth** (640 ft.; *Worth*, from $3; *Delaware*, $3; *Metropolitan*, R. from 50 c.), a city with (1900) 26,688 inhab., on the Trinity River, is the chief railway-centre of Texas, including lines to *Wichita* (p. 518) and *Newton* (p. 518), *Austin* (p. 592), *San Antonio* (p. 590), and *Houston* (p. 592). This is the headquarters of the stock-men of the N. part of Texas and has large stockyards, grain elevators, flour-mills, and mammoth packing-houses, besides foundries, large railroad shops, and factories. The annual value of its trade is estimated at $40,000,000. It has a *University* (820 students), a *Carnegie Library*, and other notable buildings. Its extensive electric street-railway system includes a line to Dallas. To the W. are *Arlington Heights* (180 ft.), with a Country Club, a winter-resort commanding a splendid view of Trinity Valley.

Beyond Fort Worth the line traverses an interminable cattle-raising district, with few points of interest for the traveller. Stations unimportant. 578 M. *Weatherford* (865 ft.). 662 M. *Cisco* (1610 ft.) is the junction of the Houston and Central Texas R. R. 708 M. *Abilene;* 749 M. *Sweet Water;* 814 M. *Big Springs.*

To the N. of this part of the line extends the **Llano Estacado** or *Great Staked Plain*, a district of 50,000 sq. M., consisting of a vast elevated plateau nearly 5000 ft. above the sea, surrounded by an escarpment of erosion resembling palisades. On the N. it is bounded by the *Canadian River* and on the E. by the *Pecos*. The name is said to be due to the stakes driven into it by the Spaniards to mark their way. The soil is generally a brown loam, covered with grama grass (*Bouteloua digostachya*) and low mesquite shrubs, but there are also large tracts of sand. There is no other vegetation. The surface is almost perfectly level, except where a slight variation is afforded by the sandhills. There is no surface-water, except in a few scattered ponds, but numerous wells have been sunk, and the Staked Plain has thus now become a vast cattle pasturage. The geological conditions are interesting to the scientific visitor.

Beyond (874 M.) *Odessa* we see the *White Sand Hills* to the right. 947 M. *Pecos City*, on the *Pecos River*, is the junction of the Pecos Valley R. R. to (163 M.) *Roswell* and (207 M.) *Amarillo*. From (966 M.) *Toyah* stages run to *Fort Davis* and *Fort Stockton*. We now enter a mountainous district, with the *Guadalupe Mts.* to the right and the *Apache Mts.* to the left.

Between (1044 M.) *Altamore* and (1054 M.) *Eagle Flight* the *Carrizo Mts.* may be seen to the right. From (1067 M.) *Sierra Blanca* to — 1160 M. **El Paso**, see p. 589.

105. From Tacoma to Puget Sound, Victoria, and Alaska.

The tourist traffic to Alaska is mainly in the hands of the *Pacific Coast Steamship Co.* of San Francisco, and a pamphlet with all necessary information, including stateroom-plans of the steamers, may be obtained from C. D. Dunann, 10 Market St., San Francisco, or from any agent of the company. The steamer 'Spokane' of this company (2000 tons burden) makes about six trips from Tacoma to *Sitka* and back every summer (June-Aug.), taking about 11 days to the round journey (fare $ 100-250, according to position of berth and stateroom, the highest charge securing the sole occupancy of a large deck-stateroom). This steamer carries comparatively little freight and calls at Seattle, Victoria, Ketchikan, Wrangell, Juneau, Treadwell's, Skagway, the Taku and Davidson Glaciers, Glacier Bay, Killisnoo, Kasaan, and Sitka. — The steamships 'City of Topeka', 'Cottage City', and 'City of Seattle' of the same company sail fortnightly the year round, carry freight as well as passengers, take 12-14 days for the round trip from Tacoma (fares $ 80-200), and call at more points in Alaska. Return-tickets are also issued from San Francisco (fare from $ 124), passengers travelling by sea between that city and Victoria (p. 596) or Port Townsend (p. 595). The fares from Seattle, Port Townsend, or Victoria are the same as those from Tacoma. Passengers should secure their berths in advance.

The arrangements of the Alaska trip resemble those on the trip to the North Cape (*see Baedeker's Norway and Sweden*), and it involves no greater hazard or fatigue. There are only a few hotels in Alaska, and passengers live almost entirely on the steamers. The weather is generally pleasant in June, July, or Aug., though rain and fog may be looked for at some part of the voyage, and forest-fires are apt to obscure the sky in the first part of the trip, especially in July and August. Warm winter clothing should be taken, as the nights on board are often very cold, though the sun may be quite powerful during the day. Stout boots are desirable for the short ex-

cursions on land, and waterproofs are indispensable. Deck-chairs may be bought or hired at the port of departure. Nearly the whole of the voyage is in the calm channel between the coast-islands and the mainland, so that sea-sickness need not be dreaded. The steamers, though not so luxurious as the Atlantic liners or the Fall River boats, are safe and reasonably comfortable. The *Scenery passed *en route* is of a most grand and unique character, such as, probably, cannot be seen elsewhere at so little cost and with so little toil or adventure. In the description of the text the usual route of the 'Spokane' is followed. The approximate distances from Tacoma by this course are given in nautical miles (7 naut. miles = about 8 statute miles). Native curiosities can, perhaps, be best obtained at Sitka (p. 606), furs at Juneau (p. 604). In buying the latter the traveller, if not an expert, should be on his guard against deception and should in no case buy except at the larger stores.

The recent mining developments in the Upper Yukon District have caused the establishment of several more or less temporary steamboat lines to various points in Alaska, but these hardly come within the scope of the present Handbook. Comp. pp. 605, 607, and *Baedeker's Canada*.

Tacoma, see p. 477. The first part of the voyage lies through ***Puget Sound**, named from a lieutenant on Vancouver's vessel, one of the most beautiful salt-water estuaries in the world, surrounded by finely wooded shores and lofty mountains. Its area is about 2000 sq. M., while its extremely irregular and ramified shore-line is nearly 1600 M. long. The usual width is 4-5 M. The depth varies from 300 to 800 ft., and at many points 'a ship's side would strike the shore before the keel would touch the ground'. There are numerous islands. A very large trade is carried on in Puget Sound in timber, coal, and grain. As we proceed *Mt. Rainier* or *Tacoma* (p. 478) is conspicuous to the S.E., while the *Olympic Mts.* (6-8000 ft.) are seen to the W.

25 M. Seattle, see p. 469.

As the steamer continues to plough its way towards the N., we obtain a view of **Mt. Baker** (10,800 ft.), the last outlier of the Cascade Mts., far ahead of us (right). The steamer bends to the left into *Admiralty Inlet*, the main entrance to Puget Sound. To the right lies *Whidbey Island*.

65 M. **Port Townsend** (*Central, Delmonico*, R. from $ 1; Brit. vice-consul, *Mr. Oscar Klöcker*), a picturesque little town of 3443 inhab., lies partly on the shore and partly on a steep bluff behind, reached by long flights of steps. It lies at the head of the *Strait of Juan de Fuca* and is the port of entry for Puget Sound. The large grey-stone building on the bluff is the *Custom House*. To the left lies *Fort Townsend*, with a large marine hospital. — Passengers coming from San Francisco by sea usually join the regular Alaska steamers here, but it is not called at by the 'Spokane'.

Our boat now steers to the N.W. across the Strait of Juan de Fuca. To the left are the Olympic Mts., ahead lies Vancouver Island; to the right, in the distance, rises Mt. Baker. As we approach Victoria the little city presents a very picturesque appearance. The conspicuous building on the height to the right is the house of the late *Mr. Dunsmuir*, a wealthy coal-owner. To the left of the pier, among trees, are the barracks of *Esquimalt* (p. 598).

100 M. **Victoria** (*Dallas, Driard*, $3-5; *Victoria*, $3-5, R. from $1; *Clarence; Poodle Dog Restaurant*, D. 75 c.; U. S. Consul, *Mr. A. E. Smith;* cabs cheap), the capital of British Columbia, is a quaint and quiet little city with 21,000 inhab., forming a strong contrast to the bustling and raw-looking cities we have just been visiting on the American shores of the Sound. Victoria, however, is also of recent origin, having been founded as a station of the Hudson Bay Co. in 1842 and not beginning to develop into a town until the gold-mining excitement of 1858. The population includes a strong contingent of Chinamen. The centre of the town (1½ M.) is reached from the wharf by tramway (5 c.). The *Government Buildings, forming a tasteful group in a square adjoining James Bay, include the *Parliament House*, the *Provincial Museum & Library*, and the *Government Offices*. The monument in front commemorates *Sir James Douglas*, first governor of the colony. **Beacon Hill Park* should also be visited. The streets are wide and clean, and most of the private residences stand in gardens rich in shrubs and flowers. The roads in the vicinity of Victoria are unusually good and afford charming drives through luxuriant woods of pine, maples, alders, arbutus, madronas, fern-trees, and syringas.

About 3 M. to the W. of Victoria (tramway, 10 c.) lies Esquimalt, the headquarters of the British Pacific Squadron, with a good harbour, a dockyard (closed at 5 p.m.), a fine dry-dock, barracks, and a naval arsenal. Some British men-of-war may generally be seen here.

From Victoria to *Nanaimo*, see below. — Steamers ply regularly from Victoria to *Vancouver* (see *Baedeker's Canada*).

Vancouver Island, at the S. extremity of which Victoria lies, is 280 M. long and 50-80 M. wide, with an area of 20,000 sq. M. The greater part of its surface is covered with mountains, reaching a height of 6-7000 ft. (Victoria Peak, 7485 ft.) and but little has been reclaimed or settled by Europeans since its exploration by Vancouver in 1793. The two native tribes are the *Nootkas* and *Selish*, of whom a few degenerate specimens may be met in Victoria.

From Victoria our course lies to the N., through the *Canal de Haro*, which was decided by the arbitration of the King of Prussia in 1872 to be the line of demarcation between American and British possessions. To the left lies Vancouver Island, to the right the *San Juan Islands*, beyond which the cone of Mt. Baker is long visible. Looking backward, we see the Olympic Mts., on the other side of the Juan de Fuca Strait. On issuing from the archipelago of Haro Strait, we enter the broader waters of the **Gulf of Georgia** (20-30 M. wide). Various islands lie off the shore of Vancouver.

130 M. *Nanaimo* (Windsor, Wilson Ho., $2-2½; U. S. Consular Agent), a small town on the E. coast of Vancouver, with 6100 inhab., is of importance as the outlet of the extensive collieries of the New Vancouver Coal Co. The Alaska steamers often stop to coal here either in going or returning. The pretty, rose-gardened cottages of Nanaimo are very unlike the grimy abodes of coal-miners in England, and many of the miners own them in freehold. Nanaimo is connected with (73 M.) *Victoria* by the only railway on the island.

COAST RANGE
(CASCADE RANGE)
BRITISH COLUMBIA
HECATE STRAIT
QUEEN CHARLOTTE Is.
NORTH PACIFIC OCEAN
GULF OF GEORGIA
VANCOUVER Is.
WASHINGTON
Olympic Mts
Victoria
Nanaimo
Texada Is.
Queen Charlotte Sd.
Dixon Entrance
Prince of Wales Is.
Graham Is.
Moresby Is.
Banks Is.
Pitt Is.
Laredo Chan.
Princess Royal Is.
Campbell Is.
Aristazable Is.
Hecate Chan.
Millbank Sd.
Milbanke Sd.
Fitzhugh Sd.
Seymour Narrows
Discovery Passage
Juan de Fuca Strait
Strait of Georgia
Admiralty Is.
Chatham Sd.
Kuprianoff Is.
Baranoff Is.
Chichagoff Is.
Revillagigedo Is.
Clarence Strait
Behm Canal
Portland Canal
Lynn Canal
Stephens Passage
Glacier Bay
Mt. Fairweather
Mt. St. Elias
Mt. Crillon
Mt. Cook
Mt. Logan
Mt. Vancouver
Mt. Hubbard
Mt. Wrangell
Mt. Edgecumbe
Mt. Baker
Mt. Rainier
Mt. Olympus
Mt. Constitution
Mt. Arrowsmith
Mt. Douglas
Mt. Finlayson
Mt. Sicker
Mt. Tolmie
Mt. Newton
Mt. Work
Mt. Tzouhalem
Mt. Prevost
Mt. Tuam
Mt. Sedgwick
Mt. Sir Sandford
Mt. Begbie
Mt. Revelstoke
Mt. Dawson
Mt. Selwyn
Mt. Lucania
Mt. Wood
Mt. Hooker
Mt. Brown
Mt. Robson
Mt. Geikie
Mt. Hunter
Mt. Foraker
Mt. McKinley
Mt. Whitney
Mt. Shasta
Mt. Hood
Mt. Adams
Mt. St. Helens
Mt. Jefferson
Mt. Diablo
Mt. Tamalpais
Mt. Lassen
Mt. Pitt
Mt. Shuksan
Mt. Constance
Mt. Olympus
Mt. Angeles
Mt. Ellinor
Mt. Rainier
Mt. Adams
Mt. St. Helens
Mt. Hood

— *Vancouver* (see *Baedeker's Canada*) lies on the mainland, directly opposite Nanaimo (steamer, $ 2).

Farther on we see few settlements or signs of life. The shores are low and heavily wooded, but lofty mountains rise behind them on both sides, those on the mainland covered with snow. Long, deep, and narrow fjords, flanked with lofty mountains, run up into the land. To the right lie *Lesqueti Island* and the large *Texada Island*, covering the entrance to *Jervis Inlet*, one of the just-mentioned fjords. About 80 M. beyond Nanaimo we leave the Gulf of Georgia and enter ***Discovery Passage**, a river-like channel, 25 M. long and 1-2 M. wide, which separates Vancouver Island from *Valdes Island* and is flanked by mountains 3-6000 ft. high. Valdes Island, ending on the S. in *Cape Mudge*, occupies nearly the whole channel, and a scheme has been in consideration for running a railway from the mainland to Vancouver Island by bridges constructed over the narrow waterways here. About the middle of Discovery Passage are the famous ***Seymour Narrows**, 2 M. long and $^1/_2$ M. wide, through which the water rushes with great velocity (sometimes 12 knots an hour).

Discovery Passage is succeeded by ***Johnstone Strait**, another similar channel, 55 M. long and 1-3 M. wide, between Vancouver Island on the left and the mainland itself, or islands hardly distinguishable from it, on the right. The *Prince of Wales Range*, on Vancouver Island, reaches a height of about 4600 ft.; and the white summits of the *Cascade Range* rise to the right beyond the lower intervening hills. The varied beauty of the scenery cannot easily be indicated in words; but few travellers will weary of the panorama unfolded before them as the steamer advances. — Beyond Johnstone Strait we thread the shorter *Broughton Strait* (15 M. long), between Vancouver and *Cormorant* and *Malcolm Islands*. On Cormorant Island lies the Indian village of *Alert Bay*, with a salmon-cannery, a totem pole, and a native graveyard. The conical summit to the left is *Mt. Holdsworth* (3040 ft.).

On emerging from Broughton Strait we enter **Queen Charlotte's Sound**, which is 10-30 M. wide and contains many islands, mostly adjoining the mainland. On the shore of Vancouver lies *Fort Rupert*, an old post of the Hudson Bay Co., with an Indian village. A little later we pass through *Goletas Channel* and then say farewell to Vancouver Island, the N. point of which, *Cape Commerell*, we leave to the left. For a short time (40 M.) we are now exposed to the swell of the Pacific Ocean, but this is seldom enough in summer to cause uneasiness even to bad sailors. To the N.W., in the distance, loom the large *Queen Charlotte Islands*.

Our course now hugs the mainland and leads at first through ***Fitzhugh Sound**, a deep and narrow channel, the W. shore of which is formed by a continuous series of islands. The sharp peak of *Mt. Buxton* (3430 ft.) rises on *Calvert Island*. As we near the N. end of the Sound the scenery becomes very grand, huge snowy peaks

towering above the pine-clad hills that line the channel. Beyond the large *Hunter's Island* we turn sharply to the left and enter the extremely narrow and winding **Lama Passage*, between it and *Denny Island*. On *Campbell Island*, to the left, is the Indian village of *Bella Bella*, opposite which is a graveyard, with totem-poles (comp. p. 601). Farther on we pass through the wider *Seaforth Channel* and reach *Milbank Sound*, the only other point on the voyage where we are exposed for a brief interval to the waves of the open sea. Beyond this sound we enter *Finlayson Channel*, 24 M. long and 2 M. wide, between the large *Princess Royal Island* (48 M. long and 25 M. wide) and the mainland. Numerous fjords, short and long, run into the mainland, and several high waterfalls descend from the cliffs. Finlayson Channel is continued by *Tolmie Channel*, *Graham Reach*, and *Fraser Reach*, beyond which we pass through *McKay Reach*, between the N. end of Princess Royal Island and *Gribbell Island*, into *Wright's Sound*. From this we enter **Grenville Channel*, which runs for 50 M. in an almost perfectly straight line between *Pitt Island* and the mainland. It is flanked on both sides with steep mountains 1500-3500 ft. high, while still higher mountains rise in the background to the right. At places the channel is only a few hundred feet wide. Signs of glacier action are seen on the more distant mountains, while the courses of long bye-gone avalanches may be traced by the light-green streaks of the younger growth of trees. Crossing an expansion of Grenville Channel, we next enter the short *Arthur Passage*, between *Porcher Island* (l.) and *Kennedy Island* (r.), which leads to *Malacca Passage* and the wide **Chatham Sound.** To the right is the mouth of the *Skeena River*. The E. side of the Sound is bounded by the large *Chim-sy-an* or *Tsimpsean Peninsula*, which is connected with the mainland by a very narrow neck of land. On this lies *Old Metlakatla*, the scene of Mr. Wm. Duncan's interesting experiences in educating the natives (see p. 602) and now a missionary station of the Episcopal Church of Canada. Higher up is *Port Simpson*, a station of the Hudson Bay Co., established in 1831. To the left lie the *Dundas Islands*, opposite the northernmost of which opens *Portland Inlet*. Just here we cross the boundary-line between the British and American possessions (54° 40′ N. lat.; the famous 'fifty-four forty or fight' of 1842) and enter **Alaska** †. To the left opens *Dixon Entrance*, between *Graham Island* (S.) and *Prince of Wales Island* (N.).

The territory of **Alaska** received its name from Charles Sumner in a speech addressed to the Senate in favor of the purchase of the territory. It is a corruption of an Aleut word referring to the continent as distinguished from the Aleutian islands. The boundaries of the territory comprise the continent and islands adjacent, to the W. of 141° W. lon., and also a strip to the W. of a line drawn parallel to the coast from the vicinity of Mt. St. Elias (p. 607) in a S.E. direction to the N. extreme of

† The exact boundary between Alaska and Canada was not definitely settled till Oct., 1903, when it was determined by a Commission, meeting in London and composed of delegates from the United States, Great Britain, and Canada. Comp. Map, p. 598.

Portland Canal, through the canal in mid-channel, and westward to the ocean on the parallel of 54° 40′ N. lat. The W. limits of the territory, to the N. of the Pacific Ocean, include the Aleutian chain, the islands of Bering Sea, and the eastern of the two Diomede Islands in Bering Strait.

The territory is divisible by its physical characteristics into several diverse regions. The *Sitkan Region*, including the coast and islands to Cook's Inlet on the N. and the Kadiak group on the W., has a rough and mountainous topography with many glaciers, a bold sea-coast, numerous fjords and islands, a moist, cool, and equable climate, and a dense covering of chiefly coniferous forests. — The *Aleutian Region* includes the peninsula of Alaska, the Aleutian chain, and the Pribiloff or Fur Seal Islands. It also has a cool and equable climate, with much fog and wind but less rain than in the Sitkan region. It consists of broad level areas with numerous clusters of mountains, few glaciers, many volcanic cones, many harbours and anchorages; and, while totally destitute of trees, nourishes luxuriant crops of grass, herbage, and wild flowers. The Aleutian chain represents an old line of fracture in the earth's crust; and, contrary to the usual idea, a large proportion of the islands are not volcanic but composed of crystalline or sedimentary rocks. — The *Yukon Region* includes the mass of the continent to the N. of the great peninsula, which has on its N. border true Arctic conditions, on its W. shores a mild summer and an Arctic winter, and in the interior a hot short summer and a dry cold winter, much like that of Minnesota. It is a region of *Tundra:* low, undulating ranges of grassy mountains, and extensive, level, more or less wooded river-valleys.

The products of the Sitkan region are timber, precious metals, salmon, halibut, and other sea-fish. Petroleum, copper ores, lignitic coal, and extensive beds of marble exist in many places. The Aleutian region produces chiefly fox and sea otter fur, the fur-seal pelts, and a certain amount of coal. Extensive cod-fisheries are prosecuted along its shores. The Yukon region produces gold, furs, and salmon. A remarkable characteristic of the Territory is that, though bordering on the Arctic Ocean and in the S. teeming with glaciers, it has still never been subjected to the action of a continental ice sheet, such as have ground down the coasts of the analogous fjord-regions of New England and Norway.

The native inhabitants of Alaska belong to four ethnologic stock races: the *Eskimo* or *Innuit*, with their special offshoot the *Aleutian* people; the *Haida Indians* of Alaska; the *Tlinkit* stock of the Sitkan region; and the *Tinneh* or *Athabascan Indians* of the great interior region. In all there are between twenty and thirty thousand of these natives, independent, self-sustaining, and mostly well disposed. They are in no direct way related to any of the present Asiatic races as is so often assumed, but, from the evidences of the prehistoric shell-heaps, have occupied the region for many centuries. They live by fishing and hunting; the moose, the caribou, and the salmon, in the interior, and the hair-seal, the beluga, the cod and other sea-fishes, the salmon, and wild fowl, on the coasts, furnish their chief supplies. The fjords and rivers are their roads; with hardly an exception they are canoe-men everywhere, and throughout the N. drivers of dogs and sledges.

Among the Tlinkit and Haida people one custom is forced on the attention of all who visit their villages. It is that of erecting what are called *Totem Poles*, which have various significations, the most common being that of a 'genealogical tree'. A man erects one of their large communal houses, and, in memory of this achievement, puts up in front of it a cedar pole carved with figures emblematic of the totems of himself and his ancestors, one above another. The door of the house is frequently cut through the base of the pole under the totem of the builder; while, above, the successive totems (which by their social laws must change with every generation) appear in the order of remoteness.

The estimated area of the territory is 590,894 sq. M. (thrice that of France); its total population about (1900) 64,000, of which one-third may be accounted civilized; its chief archipelago, in the Sitkan region, is said to contain 5000 islands; its total shore line amounts to some 18,200 M.; its

principal commercial port is in about the same latitude as Liverpool; its southernmost islands lie on the parallel of Brussels; its westernmost village is as far W. from the mouth of the Columbia River, Oregon, as Eastport, Maine, is E. from that point; it includes within its boundaries the highest mountains, the most superb glaciers and volcanos in America to the N. of Mexico; and presents the anomaly of a territory with only about one inhabitant to 9 sq. M. which in 20 years paid more than eight million dollars in taxes. It was transferred by Russia to the United States in 1867 for the sum of $7,250,000.

The fullest account of Alaska is contained in the record of the 'Harriman Alaska Expedition' (1899), a work in five huge volumes, written by the various members of the Expedition and profusely illustrated (1903-1904). A more manageable and also authoritative work is 'Alaska and its Resources' by *Dr. Wm. H. Dall*, who kindly drew up the above paragraphs for this Handbook. A good popular account is given in *Miss E. R. Scidmore's* 'Alaska and the Sitkan Archipelago'. See also *Miss Scidmore's* excellent 'Guidebook to Alaska' (Appleton) and *A. P. Swineford's* 'Alaska: its History, Climate, and Natural Resources' (1898).

To the right, as we proceed, juts out *Cape Fox*, with the small station of *Fort Tongas*. The steamer next enters the *Revillagigedo Channel*, with *Duke Island* and *Annette Island* to the left. The latter, the largest of the Gravina group (E.), is the seat of *Port Chester*, with the new *Metlakatla*, founded by Mr. Duncan on leaving his original station (see p. 600). To the right, opposite (to the N. of) Annette Island, lies the large island of *Revillagigedo*, the chief places on which are *Ketchikan* (usually the first stopping-place of the steamer 'Spokane' after leaving Victoria) and *Loring*, with an important salmon-cannery. Opposite Ketchikan lies the island of *Gravina* (left), and on emerging from the narrow channel separating it from Revillagigedo we enter **Clarence Strait**, which is 100 M. long and 4-12 M. wide and is bounded on the W. by *Prince of Wales Island* (130 M. long and 30 M. wide). This is the home of the *Haidas*, the cleverest of the Alaskan tribes (comp. p. 601), and the steamers sometimes call at *Old Kasaan*, on the E. shore, to allow tourists to see its wonderful totem-poles (75-100 in number, better than those at Fort Wrangell). We are now within what is known as the *Alexander Archipelago*, about 1100 of the islands of which appear on the U.S. charts, while innumerable small islets are disregarded. The mountains on each side of the strait are fine in size, proportions, and colouring. Near the head of Clarence Strait we steer to the right (E.), between *Etolin Island* (r.) and *Zarembo Island* (l.) and run into *Fort Wrangell*.

790 M. (from Tacoma) **Wrangell**, situated on the N. end of the island of the same name, opposite the mouth of the *Stikine River*, was formerly a place of some importance, as the outlet of the Cassiar Mines, but is now a dirty and dilapidated settlement inhabited by about 250 Tlinkits (p. 601) and a few whites. It was named from Baron Wrangell, Russian Governor of Alaska at the time of its settlement (1834).

To the tourist Wrangell is of interest as containing a good collection of *Totem Poles*, though their execution is by no means so fine as that of the Haidas (see p. 602). The totems here are 20-40 ft. high. One is surmounted

by a bear, another by a head with a 'Tyhee' hat, the badge of a *Shaman* or 'Medicine Man'. A specimen of such a hat, said to be 400 years old, is shown in one of the houses. The old *Graveyard* is so overgrown with vegetation as to be difficult of access and now contains little of typical interest. The carved figure of a bear (or wolf) which surmounted one of the graves now lies on the ground near two totem-poles.

The Tlinkits themselves will interest the visitors, who will at once notice such customs as the blackening of the faces of the girls (said to have for its object the preservation of the complexion) and the wearing of *labret's*, or small plugs of silver, ivory, wood, or bone, in the lower lip. Curiosities of various kinds, including labrets, silver bracelets, carved horn and wooden spoons, reed baskets, halibut hooks, gaily painted canoe-paddles, the carved rattles of the Shamans, and fine carvings in slate may be purchased from the natives; and the inquisitive may visit the imperfectly ventilated interior of one of the huts.

At the end of the village farthest from that with the totem-poles are the *Court House* and a *Mission School for Girls*, the teacher of which is glad to give information to interested visitors.

The Stikine River is said to receive no fewer than 300 glaciers, and its scenery is very fine. It was for a time used as one of the routes to the gold mines of the **Klondike Region** (see *Baedeker's Canada*).

Soon after leaving Wrangell we thread our way through the devious **Wrangell Narrows*, where the channel is marked by stakes and buoys. The shores here are well-wooded, and at places stretches of grass border the water like the lawns of an English country-house. Farther on, in *Soukhoi Channel*, the scenery is of a more majestic character. The mountains on either side, though apparently of no very great height, are covered with snow to within 1000 ft., or less, of the water; and their shapes are very varied and beautiful. One of the most striking is the *Devil's Thumb* (9080 ft.), a peaked monolith recalling the Dolomites of Tyrol. We here see the first glaciers of the voyage (all to the right): the *Le Conte Glacier*, high up on the mountain-side; the larger *Patterson Glacier;* and the *Baird Glacier*, in *Thomas Bay*. About this part of the trip, too, we may meet our first piece of floating ice; while the indescribably beautiful effects of the late sunsets (9-10 p.m.) will rouse the most sluggish enthusiasm. The huge slopes of *névé*, or hardened snow, are fine.

Soukhoi Channel widens into *Frederick Sound*, with *Cape Fanshawe* to the right and *Kupreanoff Island* to the left; but our course soon leaves this sound and carries us to the N. through the long *Stephens Passage*, bounded on the W. by the large *Admiralty Island*. *Holkam* or *Sum Dum Bay*, to the right, has been the scene of some placer-mining. Near the head of the passage, to the right, opens ***Taku Inlet**, with its fine glaciers, one of which has a sea-face $^1/_2$ M. long and 100-200 ft. high. The steamer now usually enters this inlet to afford a close view of this glacier as a substitute for the Muir Glacier (see p. 605). The muddy grey water of the inlet is filled with ice-floes and bergs. The surrounding mountains are of a fantastic, Dolomitic appearance. The chief settlement of Admiralty Island is *Killisnoo* (sometimes visited by the passenger-steamers), on its W. coast, with large oil-works. — Just beyond the mouth of

the Taku Inlet we enter the pretty *Gastineau Channel*, between *Douglas Island* and the mainland.

990 M. **Juneau**, one of the chief towns of Alaska, is situated on the mainland, on a narrow strip of comparatively level ground between the sea and a precipitous, snow-seamed mountain (3300 ft.). Settled in 1880 and named after a nephew of the founder of Milwaukee (p. 360), it is occupied mainly by miners. In 1900 it contained 1864 inhab., about equally divided between whites and natives or half-breeds. Juneau is one of the outfitting stations for the Yukon miners, and contains a theatre, several churches, two or three hotels, a woollen mill and other industrial establishments, and some shops for the sale of Alaskan furs (sea-otter, seal, otter, beaver, bear, musk-rat, fox, etc.; see, however, p. 597) and the famous *Chilkat Blankets*. The last are made of the hair of mountain-goats and coloured with native dyes, but genuine examples, worth $60-100, are now rare, and most of those offered for sale are made of wool and stained with aniline dyes. Juneau supports two newspapers.

About ½ M. to the N. of Juneau is a village of the *Auk Indians*, a curious and primitive, but very dirty settlement, which will repay a visit. The traveller may bargain here for a trip in an Indian canoe. Behind the village is a native *Cemetery*, with curious little huts containing the cremated remains and personal effects of the deceased.

A well-made road leads from Juneau through the highly picturesque **Cañon of the Gold Creek*, with its waterfalls and small glacier, to (3½ M.) **Silver Bow Mines**, and offers a trip well worth making if time allows. The Silver Bow Basin contains gold mines of great promise, and both quartz and placer mining are successfully prosecuted.

On Douglas Island, nearly opposite Juneau, is the famous ***Treadwell Gold Mine**, at which the steamers generally call. The mine, which is close to the wharf and easily visited, has one of the largest quartz-crushing mills in the world, employing 880 stamps. The quartz does not produce more than $3-4 of metal per ton, but is so easily and economically worked that the profits are said to be enormous. The gold actually in sight is estimated to be worth 4-5 times as much as the price paid for the entire district of Alaska (p. 602). Many of the best workers in the mine are natives, who earn $ 2½ per day. Many others are Slavonians.

As Gastineau Channel has not been charted above Juneau, the steamer now returns to its S. end and then proceeds to the N. through *Saginaw Channel*, on the W. side of Douglas Island. This debouches on ***Lynn Canal**, a fine fjord extending for 60 M. towards the N. It is flanked with snow-mountains, rising abruptly from the very edge of the water to a height of 6000 ft., and presents, perhaps, the grandest scenic features we have yet encountered. To the right, on *Resurrection Bay*, a little to the N. of *Berner's Bay*, lies *Seward City* (500 inhab.), whence a railway is being built to the *Tanana River* (ca. 400 M.). About a score of glaciers, large and small, descend from the ravines into the fjord, among which the *Auk*, *Eagle* (r.), and *Davidson Glaciers* are conspicuous. The last-mentioned, near the head of the fjord and on its W. side, spreads out to a width of 3 M. as it reaches the water-level, its front being partly masked by a tree-grown moraine. Passengers are generally landed here for a closer inspection of the glacier.

Lynn Canal ends in two prongs, named the **Chilkoot** and **Chilkat Inlets,** which have recently come into prominence in connection with the rush to the gold district of the Klondike. In these inlets the tourist reaches the highest latitude of his trip (ca. 59° 10′ N.; about that of the Orkney Islands, Christiania, and St. Petersburg). At midsummer there are not more than 3-4 hrs. of partial darkness here.

On the E. bank of Chilkoot Inlet (the E. arm) lies **Skagway** (hotels), a busy little town of (1900) 3117 inhab., the terminus of the White Pass Railway (see below), now forming practically the only route used in approaching the Klondike and Yukon districts from the coast. The steamer stops here long enough to allow of an excursion to the head of the pass, *Dyea*, on the W. bank, was formerly a rival of Skagway but has been deserted since the opening of the railway. — On Chilkat Inlet lie *Pyramid Harbor* and *Chilkat*, with prosperous salmon-canneries. There are also other settlements on the inlet. This is the district in which the fine Chilkat blankets (p. 604) are made. Good echoes may be wakened off the glaciers.

From Skagway to White House, 110 M., railway (two trains daily) in 7-10 hrs. (fare $ 20; return-fare to White Pass $ 5). Travellers are strongly recommended to make the trip to the summit of the pass and back, as the mountain, cliff, and cañon scenery is very striking, while the construction of the line itself is also interesting. — The line runs through a level wooded country to (1½ M.) *Boulder*, at the foot of the pass, and then begins to ascend rapidly. 8½ M. *Clifton*; 14 M. *Glacier*; 19 M. *Switchback*. 20½ M. *White Pass (2600 ft.), grandly situated at the head of the pass and commanding a superb view. — We here reach the Canadian frontier. For details of the descent to (40½ M.) *Bennett* (Rail. Restaurant) and the continuation of the journey to (110 M.) *White Horse* and thence (by steamer) to (450 M.) *Dawson* (9000 inhab.), the capital of the Yukon District, see *Baedeker's Canada*.

We now return to the S. end of Lynn Canal and then bend to the right (N.W.) into *Icy Strait*. Opening off this to the right is ***Glacier Bay,** which extends to the N. for about 45 M., with a width contracting from 12 M. to 3 M. The mountains immediately abutting on the bay are comparatively low (4000-7000 ft.), but as we ascend it we enjoy a magnificent **View to the left of the **Fairweather Range,** including (named from left to right) *Mt. La Pérouse* (10,740 ft.), *Mt. Crillon* (15,900 ft.), *Mt. Lituya* (11,830 ft.), and *Mt. Fairweather* (15,290ft.). At the head of the bay is the wonderful *****Muir Glacier,** the visit to which was, prior to 1899, the grandest single feature of the Alaskan expedition. An earthquake in that year, however, changed the conditions so entirely, by disrupting the glacier and filling the bay with ice, that the steamer cannot now approach nearer than a point 5-10 M. from the face of the glacier.

This stupendous glacier, throwing the large ice fields of Switzerland entirely into the shade, enters the sea with a front 1½ M. wide and 150-200 ft. high, probably extending 700 ft. below the water. Nine main streams of ice unite to form the trunk of the glacier, which occupies a vast amphitheatre, 30-40 M. across. Seventeen smaller arms join the main stream. The width of the glacier when it breaks through the mountains (*Pyramid Peak* to the W., *Mt. Wright* and *Mt. Case* to the E.) to descend to the sea is about 3 M. The superficial area of the glacier is 350 sq. M., or about the same as that of Huntingdonshire. Dr. John Muir was the first to visit the glacier (1879). Prof. G. F. Wright, who explored the glacier in 1886, estimated its rate of movement at 70 ft. per day in the centre and

10 ft. at the sides (an average of 40 ft.), as compared with 1½-3 ft. at the Mer de Glace, but Prof. H. F. Reid, of the Case School of Applied Science (p. 832), who spent the summers of 1890 and 1892 here, found the most rapid movement not more than 7 ft. per day. In August about 200,000,000 cubic feet of ice fall into the inlet daily. Though the glacier thus moves forward at a comparatively rapid rate, investigation shows that it loses more ice in summer than it gains in winter and that its front is retrograding steadily from year to year. It is evident from the general appearance of the enclosing hills that the ice-stream once occupied the whole of Glacier Bay; and numerous features of the moraines and adjacent rocks give proof of more recent retrocession. Vancouver found the bay blocked by a wall of ice in 1794. A visit to the glacier made by Mr. C. L. Andrews in 1903 showed that it had receded about 2½ M. since 1899 and makes it 'not improbable that the end of the career of the Muir as a tidewater glacier is at hand'. See the very interesting reports (with maps, etc.) of Prof. H. F. Reid's two expeditions and the article by Mr. Andrews in the 'National Geographic Magazine' for Dec., 1903.

The nearest way from Glacier Bay to Sitka would be through *Cross Sound* and down the W. side of *Chichagoff Island*, but to avoid the unpleasantness of an outside passage the steamer usually returns through Icy Strait (p. 605) and Chatham Sound (p. 600). About one-third of the way down the latter we diverge to the right through **Peril Strait*, between the islands of *Chichagoff* (N.) and *Baranoff* (S.). This strait is wide at first but ultimately contracts to a width of ½ M., where its wooded hills and islets recall the scenery of Loch Lomond. As we approach Sitka we have a fine view, to the right, of *Mt. Edgecumbe* (see below), with its crater half filled with snow.

1420 M. **Sitka** (*Millmore's Hotel*, $2), the capital of Alaska and seat of the governor, is very beautifully situated on the W. side of Baranoff Island, with a fine bay dotted with green islands in front and a grand range of snow-mountains behind. The bay is sheltered by *Kruzoff Island*, with the extinct volcano *Mt. Edgecumbe* (2800 ft.), while immediately to the E. of the town towers *Mt. Verstovaia* (3210 ft.). In 1900 Sitka contained 1400 inhab., two-thirds of whom were natives. The town was founded in 1804 by Alex. Baranoff, the first Russian governor of Alaska (see *W. Irving's* 'Astoria'). Sitka lies in 57° N. lat., and, owing to the *Kuro Siwo*, or Japanese current has a milder winter climate than Boston, in spite of the propinquity of eternal snow (mean summer temp. 54°, winter 32°). The temperature seldom falls to zero. The rainfall is high (ca. 110 inches).

On a height to the right of the dock (fine view) stand the ruins of *Baranoff Castle*, the former residence of the Russian governors, burned down in 1894. — Near the head of the main street, leading from the wharf into the town, is the **Russo-Greek Church**, with its green roof and bulbous spire, which contains some interesting paintings and vestments (small fee charged for admission). Many of the natives and half-breeds are members of the Greek church, and Sitka is the seat of the Orthodox Greek bishop of the United States. Several of the substantial old *Log Houses* of the Russians are still in use. — Turning to the right at the head of the main street and following the road along the beach, we reach the buildings of the **Presbyterian Mission**, where visitors are welcome. The ***Sitka Museum**, a highly interesting collection of Alaskan products, is installed in a building in the mission-grounds, fitted up like the dwelling of a native chief, with a totem-pole at the entrance. — By passing up between these buildings we reach the ***Indian River Walk** (a round of about 2 M.),

where the visitor with preconceived ideas of Sitka's arctic climate will be surprised to find luxuriant vegetation, fine trees, and a brawling brook, not unlike such typical English walks as the Torrent Walk at Dolgelley. One of the characteristic plants is the 'Devil's Club' *(Echinopanax horrida)*.

The Native Village, or *Rancherie*, lies to the left of the wharf and is occupied by 800-1000 Sitkans, including many interesting specimens such as 'Mrs. Tom' and 'Sitka Jack', who are always at home to steamboat visitors. Tourists occasionally get up canoe races among the natives, and exhibitions of native dancing are often arranged for their benefit. Behind the village is the native and Russian cemetery.

Native curiosities may be bought at Sitka comparatively cheap, and a Russian samovar may still occasionally be picked up here. Travellers should also visit the office of the *Alaskan* (10 c.), a weekly paper.

Sitka is the turning-point of our voyage, and we now retrace the way we have come (viâ Icy Strait, Chatham Sound, Frederick Sound, etc.). The distance to Tacoma is about 1200 M., taking 5-6 days. As a rule few stops are made on the homeward journey; but much fine scenery, previously passed at night, is now seen by daylight. Passengers for the *Canadian Pacific Railway* leave the steamer at Victoria and proceed thence by a smaller steamer to *Vancouver* (see *Baedeker's Handbook to Canada*).

Tourists who wish to go farther to the N. may avail themselves of the *Alaska Commercial Co.'s* steamer, which leaves Sitka for *Unalaska* about the 8th day of each month while navigation is open (round trip of 2500 M., taking about a month; fare $ 120). This excursion affords splendid views of the St. Elias Alps and the enormous glaciers of the Alaska mainland. The sea is generally smooth in summer. Holders of return-tickets of the Pacific Coast Steamship Co. are entitled to stop over at Sitka and return by a later steamer. Steamers of the *Alaska Pacific Navigation Co.* also ply from Seattle to Sitka and Unalaska.

Steamers now run regularly from Seattle (9 days) and other ports to **Nome** *(Hotels)*, near *Cape Rodney*, about 800 M. to the N. of Unalaska. This is the headquarters of a district in which large quantities of gold have been discovered since 1898 and is the largest town in Alaska containing 12,488 inhab. in 1900. It communicates by small steamers, with (180 M.) *St. Michael's*, a U. S. military post on *Norton Sound*, whence river-steamers ascend the *Yukon* to (1650 M.) *Dawson* (see p. 605 and *Baedeker's Canada*). — Other steamers ply to *Valdez*, at the head of *Prince William Sound*, the outlet of a copper-mining region.

Mt. Logan (19,539 ft.), for a time believed to be the highest mountain in N. America, is situated in Canada, just beyond the Alaskan frontier, to the N. of 60° N. lat. and about 45 M. from the coast. A little to the W. of it is **Mt. St. Elias** (18,024 ft.), first ascended by Prince Luigi of Savoy in 1897. These mountains are nearly 300 M. to the W. N. W. of Glacier Bay (p. 605) and are not visible on any part of the trip above described. — **Mt. McKinley** (20,300 ft.), the real monarch of N. American mountains, rises in Alaska about 300 M. to the W. of the international boundary and about 130 M. to the N. of Cook Inlet, in ca. 63° N. latitude. It stands at the watershed of the Yukon (see above), the *Kuskokewim*, and the *Sushetna*, the three greatest rivers of Alaska, and presents on every side a succession of granite cliffs and ever-changing glaciers. The largest of the latter are the *Fidele* and *Ruth Glaciers*, on the E. slope, and the *Hanna Glacier*, on the W. On the W. Mt. McKinley rises abruptly out of a low marshy country, abounding in big game, but on the E. it is screened by a belt of mountains 12,000 ft. in height. From the S.E. it appears like 'a great bee hive, weighted down with all the snow it can possibly carry. Aside from its great height, Mt. McKinley is remarkable in being the steepest and the most arctic of the great mountains of the world'. Mt. McKinley has never been surmounted; the highest point yet reached (ca. 11,000 ft.) was attained by *Dr. Ferd. A. Cook* in 1903.

MEXICO.

The Republic of Mexico, occupying the S. part of N. America, consists of a confederation of 27 States, two Territories, and a Federal District (in which is situated the city of Mexico). Its total area is about 770,000 sq. M. and its population in 1900 was 13,515,462. About 80 per cent of the inhabitants are of pure or mixed Indian blood, and only 20 per cent belong to the Spanish and other Caucasian races. With the exception of the flat and narrow strips along the coasts of the Gulf of Mexico and the Pacific Ocean, the country consists of a huge table-land bounded on each side by mountain-ranges, forming the N. prolongation of the Andes. The main range, bounding the W. side of the table-land, is named the *Sierra Madre*. The *Central Mexican Plateau* has a mean elevation of about 6000 ft.

Approaches. Plan and Season of Tour. Since the opening of the railways described in RR. 106-109, an excursion into Mexico can be easily added to a visit to the S. part of the United States, and affords a survey of so novel and picturesque a civilisation as amply to repay the time and trouble. Three weeks will suffice for the journey to and from the City of Mexico, with halts at many interesting places on the way, and also for trips from the City of Mexico to Orizaba (or even Vera Cruz), Puebla, and Oaxaca (Mitla). This excursion involves no serious hardships and is constantly made by ladies; but those who wish to visit the interesting remains of Yucatan and Chiapas must be prepared to give more time and labour. The Mexican plateau may be visited at any season, and is, perhaps, at its pleasantest from June to Sept., when the dust is abated by the summer rains. For a general tour, however, winter or early spring is preferable; and March or April will be found as good months as any. Fairly light clothing is desirable for the heat of the day, but wraps should be at hand for the cool evenings and mornings. The rarefied air of the Mexican plateau is sometimes found rather trying at first. Those who intend to use the steamer (comp. p. 625) in one direction are advised to take it in going rather than in returning.

Travellers who do not speak Spanish cannot do better than join one of the *Raymond and Whitcomb Parties* (sec p. xxvi), which visit Mexico in winter and spring. Their usual route is from Eagle Pass to the City of Mexico (R. 107), and thence back to El Paso (R. 108), with excursions to Orizaba (R. 110), Tampico (p. 615), etc. The parties travel on a special vestibuled train, which serves them as their hotel (except in the City of Mexico) and has the additional advantage of reaching and leaving the stopping-places at convenient hours. Interpreters accompany each party.

Railways, etc. English is generally understood at the railway ticket-offices of the larger towns and by the conductors of the through-trains. Time-tables and 'folders' are also issued in English. The visitor to the parts of Mexico described below will scarcely come into contact with the system of *Diligences*. Most of the cities have complete systems of *Tramways* (drawn by mules), all with first-class and second-class cars. The tramways sometimes connect places 10-70 M. apart.

Hotels. Mexican hotels are apt to be poor, and their sanitary arrangements leave much to be desired. The ordinary charges are $2-2½ per day (higher in the City of Mexico). The place of chambermaids is usually taken by 'Mozos', or boys. Small fees are expected and efficacious. Neither soap nor matches are provided in the bedrooms. Wine and foreign beer are dear, native beer and pulque (p. 617) cheap.

Passports. Custom House. Passports are not necessary in Mexico, but may sometimes prove convenient. The custom-house examination is generally conducted courteously and leniently, and scarcely concerns things likely to be in the possession of the ordinary tourist. Articles purchased in Mexico are often liable to duty at the American frontier.

Money. Expenses. The legal unit of the Mexican monetary system is the *Peso* (dollar), divided into 100 *Centavos* (cents). The old expressions *Medio* (6½c.) and *Real* (pl. *Reales;* 12½c.) are still in constant use, though the coins they represent no longer circulate (*dos reales* = 25c. *cuatro*

reales = 50c., *seis reales* = 75c., *ocho reales* = $1). — The cost of a short tour in Mexico should not exceed $8-10 a day. A Mexican dollar is generally worth about 50c. American gold. Mexican money may be bought cheaply in New York, but a fair rate of exchange can be obtained in the City of Mexico. American money may also be exchanged at the frontier. Drafts on New York banks are a good form in which to carry large sums, and realize the highest rate of exchange in the City of Mexico.

Language. A slight acquaintance with Spanish will be found of great service in travelling in Mexico. Vowels have the pronunciation of Continental Europe; consonants are pronounced as in English, with the following exceptions: c before e and i rounds like th in thin, before a, o, u, l, r, and at the end of a word = k; g before e and i = guttural h; h is silent; ll = ly; j = ch in loch; z = th in then. It should be noted that Mexican pronunciation is not quite identical with that of Spain. The transliterations in these pages do not claim to be more than approximately accurate.

Postal Arrangements. A list of the insufficiently addressed letters received by each mail is usually exhibited at the post-office, and in applying for one of these it is necessary to show a visiting card or some similar identification. Letters addressed to the large hotels in the City of Mexico are delivered at the hotel-office. The postal rates for domestic letters and for those to the U. S. A. or Canada is 5c. per ½ oz., for letters to other countries of the Postal Union 10c. per ½ oz. Letters from the U. S. to Mexico are sent at the U. S. domestic rate (2c. per oz.).

Bull Fights may still sometimes be seen. Persons of delicate sensibilities will, however, do well to avoid these degrading and disgusting spectacles.

Bibliography. Mexican guidebooks are published by Scribner's Sons, Appleton, and Hoeck (p. 618). The traveller should be familiar with *Prescott's* 'Conquest of Mexico'. Other works include those by *David A. Wells*, *F. A. Ober*, *Matias Romero* ('Statistical Notes on Mexico'; 1898), *A. H. Noll* ('From Empire to Republic' and 'Short History of Mexico'; 1903), *Mrs. Alec Tweedie* ('Mexico as I Saw it'; 1902), and *C. F. Lummis* ('The Awakening of a Nation'; 1898). *Gen Lew Wallace's* 'The Fair Goa' and *H. Rider Haggard's* 'Montezuma's Daughter' are stories of Mexican life. For the antiquities, see 'Report of an Archæological Tour in Mexico in 1881', by *A. F. A. Bandelier*.

106. From Laredo to the City of Mexico.

837 M. (804 M. by the direct line; see p. 611) NATIONAL RAILROAD OF MEXICO *(Ferrocarril Nacional de Mexico)* in 33½ hrs. (fare $31.23, U. S. currency; sleeper $9, Mexican currency).

This line affords the shortest and most direct route to the City of Mexico (from New Orleans 1525 M. by the direct line, from St Louis 1878 M.) and passes through fine scenery. Baggage from the United States should be 'checked' to New Laredo, where the Mexican custom-house examination takes place and luggage is re-checked.

Laredo, see p. 592. The train crosses the *Rio Grande del Norte* into Mexico and halts at (1 M.) *Nuevo Laredo* or *New Laredo* (440 ft.; see above; U. S. Con., A. B. Garrett), a place of 8000 inhabitants. The first part of the journey lies through a dreary plain of cactus and mezquite. To the right, beyond (72 M.) *Lampazos* (1030 ft.; Rail. Restaurant), rises the *Mesa de los Catujanos* (1500-2000 ft.). — 109 M. *Villaldama*.

167 M. **Monterey** (1790 ft.; *Hidalgo*, *Iturbide*, $2½-3½; U. S. Consul General, *Philip C. Hanna*), the capital of the *State of Nuevo Leon*, a city of (1900) 62,266 inhab., situated in a beautiful valley,

between the *Cerro de la Silla* (4150 ft.) on the E. and the *Cerro de la Mitra* (3620 ft.) on the W., is frequented as a winter-resort. It is the most important manufacturing city of N. Mexico, its manufactures being chiefly connected with mining, and possesses the first steel-works established in the Republic. The picturesque *Episcopal Palace*, built in 1782, is now occupied by troops. The *Topo Chico Hot Springs* (Hotel, $2½) lie 3 M. to the N.W., on the branch-railway to (72 M.) *Reata*, also a station on the line from Diaz to Durango (p. 613). At Monterey we cross the railway from Torreon to Tampico (see p. 614).

Beyond Monterey the train ascends through the narrow valley of the *San Juan*, amid grand mountain-scenery (to the right, the *Sierra de la Pena*; to the left, the *Sierra Madre*, p. 608). Just short of (174 M.) *Santa Catarina* a remarkable circular opening through the mountain is seen to the left, at an elevation of 3000 ft. At (187 M.) *Garcia* are some interesting caves. — 234 M. **Saltillo** (5200 ft.; *Coahuila*, $2½; *Rail. Restaurant*, D. $1; U. S. Con., *V. L. Dubaime*), the capital of *Coahuila*, with (1900) 23,996 inhab., was formerly famous for its manufacture of *zarapes* (Mexican blankets), now, apparently, a lost art. Branch-lines run hence to the W. to (190 M.) *Torreón* (see p. 614), and to the S. to (78 M.) *Concepción de Oro*, the centre of a rich copper-mining district. — Beyond Saltillo we cross the battlefield of *Buena Vista* (Feb. 23rd, 1847). At (258 M.) *Carneros* (6500 ft.) we reach the top of the central plateau of Mexico (p. 608). The line descends a little and runs in a straight direction across a level plain. — 353 M. *Vaneyas* is the junction of a branch-line to (15 M.) *Cedral* and (28 M.) *Matehuala* (Hotel Angelina), a small town of (1900) 15,060 inhabitants. — 366 M. *Catorce* (Rail. Restaurant, meals $1) is the station for the (8 M.) rich silver-mining town of the same name. A little farther on we cross the Tropic of Cancer and enter the Torrid Zone (pyramid to the right).

476 M. **San Luis Potosi** (6120 ft.; *Grand*, *Progreso*, *Louisville Ho.*, $2½; *Rail. Restaurant*, meals $1; U. S. Con. Agent), capital of the state of the same name, a city of (1900) 61,019 inhab., owes its importance to the rich silver-mines in its vicinity.

The city is clean and well kept. Among the chief points of interest are the *Cathedral* (with a clock given by Philip II. of Spain), the *Mint*, the *Alameda* (with statue of Hidalgo, see below), the *Plaza Mayor*, the *Markets*, the *Governor's Palace*, the *City Hall*, the *Palace of Justice*, and several *Churches*. The *San Pedro Mine* should be visited. — Railways run hence to *Tampico* (p. 615), on the Gulf of Mexico, and to *Aguascalientes* (p. 615). A branch-line is also being built to *Rio Verde* and is already in use as far as (38 M.) *Ahuacatal*.

From (557 M.) *Rincon* a branch-line runs past (32 M.) *San Luis de la Paz*, a small mining-town with 9747 inhab., to (37 M.) *Pozos*. — 562 M. *Dolores Hidalgo* is named in honour of the patriot Hidalgo (p. 613), who was curé of this parish. — 584 M. *San Miguel de Allende* (6035 ft.; Allende, $2; Rail. Restaurant), a city of 12,740 inhab., at the base of the *Cerro de Montezuma*, contains several interesting

churches and excellent public baths. It was the birthplace of the patriot Allende (p. 613), for whom it is named. — At (607 M.) *Gonzalez Junction (Empalme Gonzalez)* the line divides. The through-carriages proceed by the E. and shorter branch (main standard-gauge), which runs viâ (635 M.) *Querétaro* (also a station on the Mexican Central Railway, see p. 616); *Huichapán* (703 M.), picturesquely situated in a beautiful valley, with a fine church; *Nopala* (713 M.); *Huehuetoca* (771 M.), and *Tacuba* (798 M.) to (804 M.) the **City of Mexico** (*Colonia Station;* see p. 617).

The longer but more interesting W. branch (narrow-gauge) follows the valley of the *Laja* (views to the right). Farther on the vegetation becomes more tropical. — 618 M. *Celaya* (5770 ft.; Central, Universal), a city of 25,565 inhab., at the intersection of the Mexican National and Mexican Central railways (comp. p. 616), is a place of some importance, with fine old churches (*Our Lady of Carmen*, etc.) and good baths. *Dulces* (sweetmeats; 15-50 c. per box), strawberries, and opals are offered for sale at the station. — 642 M. *Salvatierra* (De la Luz), with (1900) 11,008 inhab. and many churches conspicuous by the glazed tiling of their domes. — 660 M. *Acámbaro* (6085 ft.; Rail. Hotel & Restaurant), with 8006 inhab.

A branch-line runs hence viâ (57 M.) *Morelia* (several hotels), with 37,278 inhab., and (95 M.) *Pátzcuaro* (6981 ft.; several hotels), with 7740 inhab., situated on a beautiful lake, to (143 M.) *Uruapan* (5859 inhab.), whence it is to be extended to the Pacific coast. On the shores of Lake Pátzcuaro stand the remains of the old city of *Tzintzúntzum* (reached by canoe from Pátzcuaro in 3-6 hrs.), once the capital of the empire of Tarasco, with an old church containing an Entombment ascribed to Titian and said to have been presented by Philip II. of Spain.

Our line now turns to the S.E. (left) and ascends through the valley of the *Lerma* (views to the left). 698 M. *Maravatio* (6610 ft.; several hotels) is the junction of a line to (56 M.) *Zitácuaro*. — 721 M. *Tepetongo* (7650 ft.); 751 M. *Flor de Maria* (8500 ft.; Rail. Restaurant, meals $ 1). We thread a tunnel and enter the *Valley of Toluca.*

792 M. **Toluca** (*Leon d'Oro*, R. from 75 c.; *Andueza*, $ 2½-3½, with electric light and a restaurant; *Gran Sociedad*, R. from 75 c.), the capital of the *State of Mexico*, is a prosperous and clean-looking city of (1900) 25,940 inhab., splendidly situated in a fertile valley, among lofty mountains, at a height of 8650 ft. above the sea. Its attractions include the *State Buildings*, fine *Markets*, interesting *Churches*, and quaint *Portales;* while linen 'drawn-work', pottery, and other souvenirs may be purchased.

Toluca is the junction of lines to (10 M.) *San Juan de las Huertas* and to (19 M.) *Atlá*, viâ (5½ M.) *Tenango*.

The ascent of the **Nevado de Toluca** (15,155 ft.), a snow-clad volcanic mountain rising to the S., takes about two days (there and back). The view is superb.

The run from Toluca to Mexico reveals some of the finest scenery in Mexico, if not in the world. The train runs towards the E. and

beyond the Indian town of *Ocoyoacac*, seen far below us to the right, begins to ascend the *La Cruz Mts.* (Sierra Madre; views to the right). We follow the windings of the *Rio Lerma.* To the right towers the *Nevado de Toluca* (p. 611). 805 M. *Jajalpa* ('Hahalpa'; 8870 ft.). Much maguey (see p. 617) is cultivated in this district. 811 M. *Salazar.* At (812 M.) *La Cima* (10,200 ft.) we reach the summit and begin the descent, obtaining magnificent **Views of the *Valley of Mexico*, with its lakes, the City of Mexico in the centre, and the grand snow-clad volcanoes of Popocatepetl (r.) and Ixtaccihuatl (l.; see p. 622) in the background. At (820 M.) *Dos Rios* we cross the *Rio Hondo* by a lofty trestle. Numerous lateral ravines *(barrancas)* are also crossed. Farther on, Chapultepec (p. 624) is conspicuous to the right. 831 M. *Naucalpan.* Beyond (834 M.) *Tacuba* the tree of the Noche Triste (p. 624) is seen to the left.

837 M. **City of Mexico** *(Colonia Station)*, see p. 617.

107. From Eagle Pass to the City of Mexico.

1020 M. Mexican International Railroad *(Ferrocarril Internacional Mexicano)* in 42½ hrs. (fare $ 51.81, limited $ 31.25, sleeper $ 9; from Spofford Junction $ 32.30, New Orleans $ 52.70, New York $ 85.20). Baggage is examined and re-checked at Ciudad Porfirio Diaz.

Eagle Pass, a small town of 3000 inhab., lies on the N. or American bank of the *Rio Grande del Norte* (see p. 590). The train crosses the river by an iron bridge, 310 yds. long, and halts at *Ciudad Porfirio Diaz*, formerly called *Piedras Negras* (720 ft.; Hotels; U.S. Consul, Lewis A. Martin), a Mexican city of (1900) 13,468 inhab., in the *State of Coahuila.* Picturesque Mexican figures, the men in *sombreros* and scarlet *zarapes*, the women in blue *rebozos*, appear at once. — The train ascends steadily towards the great Mexican table-land (p. 608), traversing at first an arid and monotonous desert. Few houses are seen except an occasional *hacienda*, of stone or adobé, and little vegetation except yuccas, mezquite, and cacti. 25 M. *Nava* (1065 ft.); 32 M. *Allende* (1230 ft.); 51 M. *Peyotes* (1595 ft.); 72½ M. *Sabinas* (1115 ft.; Hotel del Ferrocarril), in a coal-producing district, the junction of a line to (14 M.) *Hondo;* 82 M. *Soledad* (1215 ft.); 98 M. *Aura* (1485 ft.); 123 M. *Hermanas* (1300 ft.). 148 M. *Monclova* (1925 ft.; Rail. Hotel and Restaurant; 14,580 inhab.), the junction of a line to (42 M.) *Cuatro Ciéneges;* 159 M. *Castaño* (2455 ft.); 181 M. *Bajan* (2765 ft.). From (211 M.) *Reata* (2950 ft.) a branch-line runs to (72 M.) *Monterey*, on the Mexican National R. R. (see p. 609). — 223 M. *Treviño* (2920 ft.; Robles).

At (254½ M.) *Jaral* (3750 ft.; Rail. Restaurant), where we may be said to have fairly reached the great Mexican plateau, the line turns to the right (W.) and now runs at nearly the same level. — 297 M. *Paila* (3900 ft.); 334½ M. *Bola* (3575 ft.), at the S. end of the large *Laguna de Parras.* 350 M. *Hornos* (3595 ft.), the junction for (14 M.)

San Pedro (several hotels; 8997 inhab.); 369 M. *Matamoros* (3650 ft.; U. S. Consul, *P. M. Griffith*), the junction of a branch-line to (43½ M.) *Tlahualilo*.

At (383 M.) *Torreon* (3720 ft.; p. 614) we join the *Mexican Central Railway*. — To the (1090 M.) **City of Mexico**, see R. 108.

The Mexican International Railroad goes on to (540 M. from Eagle Pass) **Durango** (31,092 inhab. in 1900; several hotels; U. S. Con., *J. A. Leroy*), the capital of the state of its own name, at the foot of the ferriferous *Cerro de Mercado*. — A railway runs hence to the N.W. to (36 M.) *Canatlan*, (103 M.) *Santiago Papasquaro*, and (135 M.) *Tepehuanes*.

108. From El Paso to the City of Mexico.

1224 M. Mexican Central Railway (*Ferrocarril Central Mexicano*) in 46 hrs. (fare $ 60.41 Mex. currency; sleeper $ 9; return-tickets, valid for 9 months, to City of Mexico, from St. Louis $ 76.15, from Kansas City $ 72.10, from New Orleans $ 63.75, all U. S. currency). Side-trip tickets are issued, to holders of through-tickets to California, from El Paso to Mexico and back to Eagle Pass viâ R. 107, or vice versâ, $ 40). This line is the direct route between the City of Mexico and California and the West (comp. R. 103). Baggage is re-checked and examined at Ciudad Juarez (comp. p. 612).

El Paso, see p. 589. The train crosses the *Rio Grande* to (¾ M.) *Ciudad Juarez* ('Wahrez'), formerly *El Paso del Norte* (3800 ft.; Rail. Restaurant; U. S. Con., *C. W. Kindrick*), with the Mexican custom-house, an interesting old church, and a statue of Juarez (p. 620).

A railway, opened in 1898, runs hence to the S.W. to (149 M.) *Casas Grandes* and (155 M.) *Terrazas*.

Our route at first lies through the *State of Chihuahua* ('Chee-wah-wah') and offers little of interest. 30 M. *Samalayuca* (4300 ft.); 95 M. *Ojo Caliente* (4090 ft.); 112 M. *Moctezuma* (Rail. Restaurant); 139 M. *Gallego* (5460 ft.); 194 M. *Saus* (5170 ft.). We cross the *Chubiscar* to —

225 M. **Chihuahua** (4635 ft.; *Casa Robinson*, $ 2½-3; *Palacio*, $ 2-2½; tramway; U. S. Con., *W. W. Mills*), the capital of the state of that name, a busy city with (1900) 30,098 inhab., in a hill-girt plain. It was founded in 1539.

The chief object of interest is the fine ***Parroquia**, or parish-church, dating from 1711-89. Behind the *Banco Minero Chihuahuense* is a monument marking the spot where *Miguel Hidalgo* and *Ignacio Allende*, leaders of the revolution of 1810, were executed in 1811. The patriots were previously imprisoned in the *Casa de Moneda* (Mint). The *Plaza* and *Alamedas* are pleasant, and the old *Aqueduct* is interesting. — A day's excursion may be made to the *Santa Eulalia Silver Mines*, which are said to produce an average of 20,000 tons of ore monthly. Railway to (15 M.) *Santa Eulalia* in 1 hr. — Another railway runs to the W., past (51 M.) *San Andres* and (83 M.) *San Antonio*, to (121 M.) *Minaca*.

Beyond Chihuahua the line descends. We cross the *Rio Sta. Cruz* at (279 M.) *Ortiz*, and the *Rio Nonoava* near (326 M.) *Santa Rosalia* (4020 ft.; 8909 inhab.), with hot springs. — 371 M. *Jimenez* ('Heemenez'; 4530 ft.; Rail. Restaurant) is a city of 9322 inhab. on the *Florida*, the junction of a railway to (56 M.) *Parral*, a town of 16,382 inhab., the centre of a rich mining-region, (67 M.) *Adrián*,

and (97 M.) *Rosario*. The dust on this part of the route is very trying. From (417 M.) *Escalon* the Mexican Northern Railway runs to (78 M.) the great silver-mining district of *Sierra Mojada*. — Near (437 M.) *Ceballos* (3900 ft.) we enter the *State of Durango*. We now traverse the *Mapimi Basin*, in which cotton, sugar, maize, and wheat are produced, and cross the *Rio Nazas*.

519 M. **Torreon** (3720 ft.; *Rail. Restaurant;* several hotels; U. S. Consular Agent), a town of 13,845 inhab., with cotton-mills and a soap-factory, is the junction of the Mexican International Railway (R. 107). An electric railway runs hence to (3 M.) *Lerdo* (3725 ft.), a cotton-trading place of 17,795 inhabitants.

From Torreon to Monterey and Tampico. 551 M., *Central Railway* in 36¾ hrs. (spending the night at Monterey). — 42 M. *San Pedro* (see p. 613); 141 M. *Hipolito;* 229 M. *Monterey* (p. 609); 2 2 M. *San Juan;* 320 M. *Linares* (pop. 70 6); 405 M. *Victoria* (América), capital of the state of *Tamaulipas*, with (1900) 10,086 inhab.; 490 M. *Gonzalez*. — 551 M. **Tampico**, see p. 615.

From Torreon to Saltillo, 190 M., *Ferro arril Coahuila y Pacifico* in 14½ hrs. — 34 M. *Hornos* (see p. 612); 90 M. *Parras* (Rail. Restaurant; pop. 6476); 148 M. *General Cepeda*. — 190 M. **Saltillo**, see p. 610.

The country traversed beyond Torreon is arid and sterile, and sand-spouts are frequently seen. The mountains become higher, one near (562 M.) *Jimulco* reaching a height of 10,280 ft. Numerous large haciendas are passed. The train ascends steadily towards the top of the great central plateau of Mexico (p. 608). 614 M. *Symon* (5145 ft.). At (642 M.) *Camacho* (5400 ft.; Rail. Restaurant) we enter the *State of Zacatecas*. 680 M. *Pacheco;* 700 M. *La Colorada* (6000 ft.); 750 M. *Fresnillo* (6860 ft.). Beyond (768 M.) *Calera* (7050 ft.) we begin to ascend rapidly and the scenery becomes very picturesque.

785 M. **Zacatecas** (8045 ft.; *Zacatecano*, $ 2; U. S. Consular Agent), a city of (1900) 32,856 inhab., romantically situated in a narrow ravine, offers several points of interest to the stranger. It is still one of the centres of the silver-mining of Mexico, though its produce has of late fallen off.

The *Market Place*, in the centre of the city (reached from the railway station by tramway), presents a very picturesque appearance, with its large fountain, whence the water-carriers fetch their supplies for the city's use. Near by is the Cathedral (1612-1752), with an elaborately carved °Façade. The *Municipal Palace* (with its attractive court-yard) and the *Mint* are also within easy reach. — A visit may be paid to one of the *Silver Reduction Works*, in which the processes of reducing the ore are carried on after a highly primitive fashion, but a visit to a silver-mine is more conveniently managed at Guanajuato (p. 616). — A splendid °View is obtained from the *Bufa*, a mass of porphyry rising 500 ft. above the city and crowned with a small chapel, originally dating from 1728 but rebuilt in 1794. On March 2nd, 1871, the Revolutionary troops were defeated here by the Juarez forces after a sanguinary struggle.

Zacatecas is connected with (6 M.) **Guadalupe** by a tramway, down which the cars descend by gravity in ½ hr., while they are drawn up again by mules in 1-1¼ hr. At Guadalupe is the fine °*Church of Nuestra Señora de Guadalupe* (1721), with an elaborately decorated interior and a few fair paintings. The Chapel of the Purisima is especially gorgeous. The old convent adjacent contains a *College* and *Orphan Asylum*. — Good pottery may be bought at Zacatecas and Guadalupe.

On leaving Zacatecas the train again descends rapidly (seats to the left), affording striking *Views of the Oriental-looking city and the mountains. Numerous mines and smelting works are seen on both sides. The engineering difficulties overcome by the railway both in reaching and leaving Zacatecas are remarkable. 824 M. *Soledad.* Several lofty peaks are seen in the distance to the left.

860 M. **Aguascalientes** (6180 ft.; *Washington*, $2; *Rail. Restaurant;* U. S. Con. Agent), a pretty little city with (1900) 37,816 inhab. and a large silver and copper smelter, is the capital of the small state of the same name and is widely known for its hot springs.

The pretty *Alameda* leads to the E. from the station (tramway), which is itself 1 M. to the E. of the city (tramway), to the **Hot Springs** (ca. 95° Fahr.), each enclosed by a small bath house (fee about 15 c.). The overflow from the springs is carried off by a small canal skirting the Alameda. The best baths, fed by a conduit from a reserved spring, are close to the railway-station (fee about 25 c.). — Some of the *Churches* of Aguascalientes are interesting, and the *Public Squares* are gay with luxuriant vegetation.

From Aguascalientes to San Luis Potosi and Tampico, 415 M., railway in 19¼ hrs. This division of the Mexican Central Railway passes through some of the finest scenery in Mexico. — 68 M. *Salinas*, with large salt works. At (140 M.) **San Luis Potosi** (see p. 610; Rail. Restaurant) we cross the Mexican National Railway. — We now descend gradually by a series of terraces, traversing the *San Isidro* and other beautiful valleys. Beyond (257 M.) *Cardenas* (3800 ft.; Rail. Restaurant) the line drops abruptly into the *Canoas Valley* and then penetrates the fine *Tamasopo Cañon*, threading many tunnels. 298 M. *Rascon* (1000 ft.; Rail. Restaurant). Other fine cañons and waterfalls are passed farther on. From (340 M.) *Taninul* we may visit the interesting *Choy Cave*, over which the railway passes. — 415 M. **Tampico** (100 ft.), an old town of 16,313 inhab., on the *Panuco*, 7 M. from its mouth in the Gulf of Mexico, has regular steamboat communication with New York, New Orleans, Mobile, and other ports.

Near (890 M.) *Encarnación* (6090 ft.) we cross the *Rio Encarnación* and enter the *State of Jalisco*. 929 M. *Lagos* (6150 ft.; Progreso), a town with about 16,000 inhabitants. Beyond (946 M.) *Pedrito* we enter the fertile and silver-mining *State of Guanajuato* ('Wahnawahto'). Fine scenery.

966 M. **Leon** (5865 ft.; *Hotel de Diligencias*, $2), a city of (1900) 58,426 inhab., with manufactures of saddlery and other leathern goods and of rebozos (p. 612), contains a *Cathedral* and several pretty *Plazas*. Visitors will notice the fences of the *Organ Cactus*. — 986 M. **Silao** (5830 ft.; *St. Julian; Ridon; Rail. Restaurant*), a town of 15,463 inhab., with handsome churches and gardens.

From Silao a branch-railway runs through a cañon to (11 M.) *Marfil*, whence a tramway leads along a narrow gorge to (3 M.) **Guanajuato** (6835 ft.; *Union*, $2; U. S. Con. Agent), a highly interesting silver-mining city, founded in 1554. Pop. (1900) 40,580. The houses cluster in the bottom of the ravine or cling to its sides, while the fortress-like smelting-works add to the general picturesqueness. Above the town rises a large square rock (view), forming a conspicuous landmark for many miles round. The chief source of interest in and near Guanajuato are the **Silver Mines**, including the rich *Veta Madre*, a vein 30-160 ft. in width, not yet exhausted, although it has been worked for a distance of 10 M. The mines are more easily visited than those in other parts of Mexico, being entered by stone stairways; and orders of admission may be obtained from the *Administrador*. The *Reduction Works* are also interesting; almost all are worked by horse or mule power, with

the primitive methods of 300 years ago. A visit may be paid to the large *Athondigo de Granaditas*, dominating the city and now used as a prison. The *Teatro Juarez* is one of the handsomest theatres in America. Other points of interest are the churches, numerous handsome private residences, and fine public and private gardens. The water-carriers bear curious long slender water-jars (almost peculiar to Guanajuato).

The district now traversed is fertile and diversified. At (1005 M.) *Irapuato* (5765 ft.; Hot. Ferrocarril), a town of 19,640 inhab., fine fresh strawberries are offered for sale every day in the year at the station (25-50 c. per basket).

From Irapuato to Guadalajara, 161 M., railway in 7½ hrs. This line runs through the valley of the *Rio Lerma*, one of the most fertile districts in Mexico, and is to be continued to the Pacific coast. The large *Lake Chapala* lies a little to the S. of the line, but is not visible from it. — From (146 M.) *El Castillo* a tramway runs to (4 M.) the beautiful °**Falls of Juanacatlan** ('Wahnacatlan'), on the Lerma, 70 ft. high and 600 ft. wide. Close by is a cotton-mill for 1000 operatives.

161 M. **Guadalajara** ('Wahdalahara'; 5055 ft.; *Garcia*, $ 3-6; *Cosmopolita*, $ 2; U. S. Con. Agent), the capital of Jalisco (p. 615), is a rich and progressive place with 101,208 inhab. and manufactures of fine pottery, rebozos, cotton, silk, and other articles. It is cleaner and more regularly laid out than most Mexican cities and contains many points of interest for the stranger. Near the centre of the city stands the Cathedral, a fine edifice completed in 1618, with a dome and two lofty towers. In the sacristy is an Assumption ascribed to Murillo. To the S. of this, abutting on the *Plaza de Armas*, is the *Sagrario* (1808-43). On the E. side of the same square is the *Governor's Palace*, while on the S. and W. are the *Portales de Cortazar* and *de Bolivar*, containing many of the best shops. — The *Church of San Jose*, in the Plaza de Nunez, is a gorgeous modern edifice, elaborately adorned with gilding and painting and said to have cost $ 1,000,000. — On the N. side of the city is the interesting *Hospital de Belen*, and on the E. side, not far from the pretty *Alameda* (military music), is the huge °*Hospicio de Pobres* (1000 inmates), with its beautiful flower-filled 'patios' and departments for men, women and children (incl. a Kindergarten and a crèche), the deaf and dumb, and the blind ('drawn work' and other articles for sale). On the opposite side of the town is the *Penitentiary*, on the radiating principle (visitors admitted). The °*Paseo*, running to the S. from the Alameda, affords a fine walk or drive. — Other important buildings are the *Bishop's Palace*, the *Mint*, the *City Hall*, and the *Teatro Degollado*, one of the finest in Mexico. — *San Pedro* and other points in the suburbs are also interesting.

Beyond Guadalajara the line now goes on to (55 M.) *Ameca* (several hotels), a town of 4739 inhab., with sugar-refining and mining industries, and to (71 M.) *San Marcos*.

Another line runs to the S. from Guadalajara, viâ (84 M.) *Sayula* (7888 inhab.) and (102 M.) *Zapotlán* (17,596 inhab.), to (119 M.) *Tuxpan*, whence it is to be prolonged to (303 M.) *Colima* (20,698 inhab.), the capital of the state of that name. Colima is connected by a narrow-gauge railway with (60 M.) the seaport of *Manzanillo*.

1017 M. *Salamanca* (pop. 13,724) is famous for its gloves. Beyond (1043 M.) *Celaya* (see p. 611), we cross the Mexican National R. R. (R. 107), and beyond (1060 M.) *Mariscala* we enter the *State of Querétaro*.

1071 M. **Querétaro** (5950 ft.; *Hot. del Jardin*), a picturesque city with (1900) 38,016 inhab., is pleasantly situated in a fertile valley. The domes and towers of numerous churches rise above the other buildings, the most interesting being the *Cathedral* and *Santa Clara*. It possesses an important woollen industry. Opals are found in great abundance in the neighbourhood.

Perhaps the chief interest of Querétaro is its connection with the last days of the unfortunate Emp. Maximilian, who was besieged here in 1867 by the Republican troops under Escobedo. The city surrendered on May 19th, and a month later Maximilian, with his adherents Miramon and Mejia, was shot on the *Cerro de las Campanas*, a hill to the W. of the town. The spot is now marked by a chapel and affords a fine View of Querétaro, embowered in greenery. The *Capuchin Convent*, in which Maximilian was confined before his execution, is now a private house, but visitors are admitted to his room.

In leaving Querétaro the line passes under the fine **Aqueduct* constructed in 1726-38 by the Marquis de Villar del Aguila to provide the city with water. Some of the arches are nearly 100 ft. high. To the left, 2 M. from Querétaro, in a romantic ravine, is the large **Hercules Mill*, the largest cotton-mill in Mexico (1800 workmen).

On this part of the journey we see immense fields of the *Maguey* or *Century Plant (Agave Americana)*, cultivated by the Mexicans for the sake of its sap, which is converted into the national beverage *Pulque*. The plants are sometimes 10-12 ft. high. A spirituous liquor named *Mescal* is distilled from the leaves of the maguey, and another (*Tequila*) from its roots, while its fibre and thorns are also turned to commercial uses.

Beyond (1106 M.) *San Juan del Rio* (6245 ft.; Rail. Restaurant; 8224 inhab.) the line ascends rapidly, passing the plain of (1124 M.) *Cazadero* and reaching its highest point (8135 ft.) just beyond (1148 M.) *Marques*. The descent hence to Mexico is very fine. — 1174 M. *Tula* (6660 ft.; Moctezuma), a town of about 1700 inhab., is believed to have been founded by the Toltecs and contains interesting remains ascribed to that people (guides at the hotels). A line runs hence to (44 M.) *Pachuca* (see p. 622) in 2 hrs. — Beyond (1185 M.) *El Salto*, where we join a branch of the Mexican National R. R., we skirt the *Tajo de Nochistongo* (right), a canal-cutting made by the Spaniards in 1607-8 to drain the lakes in the Valley of Mexico (comp. p. 619). It is 12½ M. long, 130-165 ft. deep, and 260-330 ft. wide. The majestic snow-capped peaks of *Ixtaccihuatl* and *Popocatepetl* (p. 622) come into view ahead of us. The line again ascends a little. 1195 M. *Huehuetoca* (7410 ft.).

1224 M. **City of Mexico**, see below.

109. The City of Mexico.

Railway Stations. *Mexican Central Station*, *Mexican Railway Station* (Vera Cruz), and *Cuernavaca Pacific Station*, Plazuela de Buena Vista (Pl. B, 2, 1), on the W. side of the city; *Mexican National Station* (Pl. A, 3, 4), Colonia Arquitectos, to the S.W.; *Interoceanic Station*, San Lazaro (beyond Pl. G, 4), to the E.; *Hidalgo & N.E. Railway Station*, Peralvillo, to the N.E.; *Xico and San Rafael Station* (Apapasco) Calle Cuauhtemotzin (Pl. G, 5).

Hotels (comp. p. 608). Sanz Hotel, Calle de la Mariscala 12 (Pl. D, 3), a large and luxuriously equipped house with all modern conveniences, R. from $ 5, D. $ 2; Reforma, Paseo de la Reforma 129 (Pl. B, A, 3, 4), R. from $ 3, well spoken of; Coliseum, Calle del Coliseo 10 (Pl. E, 3), R. from $ 1.50; Iturbide (Pl. a; E, 3), Calle de San Francisco, a large house enclosing a roomy central court, once the residence of the Emp. Iturbide, R. from $ 2 (elevator); Hotel del Jardin ('Hardeen'; Pl. b, D, 3), Calle Primera Independenzia y Letran, well spoken of, R. from $ 3; San Carlos (Pl. c; E 3), Calle del Coliseo, R. from $ 1; Gillow (Pl. d; E, 3), San José

el Real, R. from $ 1; Palacio, (Pl. c; E, 4), Puente Espiritu Santo 10, from $ 2½, good German cookery; Bazar, Calle Espiritu Santo 8 (Pl. E, 3, 4), R. from $ 1½.

Restaurants at the above hotels; *Chapultepec*, Paseo de la Reforma, ¾M. from the city, fashionable, military music; *Sylvain*, Coliseo Viejo 17, good French cookery; *Porter's American Restaurant*, 1a San Francisco 4; *Café Concordia*, 2a Plateros 302, *Maison Dorée*, 1a San Francisco 3, these two recommended for bre kf st; *Café de Paris*, Coliseo Viejo 18. — **Wine Rooms**: *Bach*, 2a San Francisco 3; *Weber*, Palma 13; *Wissmann*, 2a Plateros 4.

Electric Street Railways intersect the city in all directions (fare 6 c.; to suburban points 10-25 c.). — **Cabs** are divided into three classes, denoted by blue, red, and yellow flags; fares $ 1, 75 c., and 50 c. per hr., 50 c., 40 c., and 25 c. per ½ hr. or fraction thereof or per drive. The fare from the railway-stations to the hotel, including hand-baggage, is about the same as the hourly rate. Double fares after 10 p.m. and on Shrove Tuesday, All Souls Day, and Battle of Flowers Day; fare and a half on Sundays and other holidays.

District Messengers (*Cargadores*), 12-25 c. per errand.

Baths (Sitz baths 25-50 c.; Turkish or Russian baths, $ 1.25). *Baños San Felipe de Jesus*, in the street of that name; in the *Iturbide Hotel* (p. 617); *Baños del Harem*, Coliseo Nuevo.

Places of Amusement. *Teatro Nacional* (Pl. D, 3), new building in course of erection; *Teatro Principal* (Pl. E, 3), Calle del Coliseo; *Arbeu* (Pl. E, 4), Calle de San Felipe Neri; *Teatro Renacimiento* (Pl. E 3), San Andres (good performance of opera in winter). — *Orrin's Circus* (Pl. D, 2), Plaza Villamil. — *Frontón Nacional*, Calle Iturbide (Pl. C, 3) for the game of pelota.

Shops (English spoken at most of the best). Mexican curiosities, photographs, guide-books, maps, English books, periodicals, & newspapers: *Hoeck*, Primera Calle de San Francisco 12; *Spaulding*, Calle de Cadena 23; *Sonora News Co.*, First Estaciones 3, and Calle de Gante 4; *Blake & Fiske*, Calle de Gante 8; *W. G. Walz Co.*, 2a Calle de San Francisco 3. Other good shops are in the Calle de los Plateros, the Calle de San Francisco, the Coliseo Nuevo, and the Calle de Cinco de Mayo. *Free Reading Room* (open 8-10) at Trinity Church, opposite the W. entrance of the Hotel Iturbide, with an excellent library and full supply of American papers. — 'The Mexican Herald', a daily paper in English (5 c.), contains many useful items for the tourist, including daily lists of letters lying at the G. P. O. for English and American visitors (comp. p. 609). 'Modern Mexico' is an illustrated monthly journal (25 c.).

Clubs. *American Club*, Calle de Gante 1 (Pl. E, 3); *British Club*, Calle Coliseo Viejo 20 (Pl. E, 3, 4); *Casino Nacional; Casino Español; Jockey Club*, Calle Primero S. Francisco 26; *Reforma Athletic Club* (tennis, cricket, football, and hockey). — *Golf Links* at Mixcoac and San Pedro.

Streets. The streets of the city of Mexico were officially re-named in 1889. The town is divided into four quarters by the long street called *Avenida Oriente* and *Av. Poniente*, running from E. to W. past the N. side of the Plaza de la Constitución and the Alameda, and by the *Calle Norte* and *Calle Sur*, running from N. to S. and intersecting the Avenida one block E. of the Alameda. All streets running E. and W. are called *Avenidas* (those to the E. of the dividing line *Av. Oriente*, to the W. *Av. Poniente*), while all the streets running N. and S. are called *Calles* (those to the N. of the central Avenida *Ca. Norte*, to the S. *Ca. Sur*). Each street has a number. The old names, however, were so pertinaciously retained by the inhabitants that they have been restored to their places, alongside the new ones. The latter are seldom used.

Post Office (*Correos*; Pl. F, 3), Calle de la Moneda, at the N. end of the Palacio Nacional (p. 620); branch-office, Calle San Juan de Letrán (Pl. D, 3, 4). A new post-office is being erected. — **Telegraph Office** (Pl. E, 3), Cinco de Mayo 156. — **Cablegrams**, Cinco de Mayo 6 (Pl. E, 3).

British Chargé d'Affaires, *Hon. Grant Duff*, Avenida Marsella 3; **consul**, *Mr. Lucien J. Jerome*, Calle San Juan de Letrán 5½. — **U. S. Minister**, *Hon. Powell Clayton*, Calle Buenavista 4; U. S. Consul General, *Mr. James Russell Parsons*, Premiera Colón 8.

A
B
C
1
2
3
4
5
F.C. Central Mexicano
F.C. Nacional Mexicano
Avenida de los Hombres Ilustres
Paseo de la Reforma
Pl. de la Palacio Legislativo
República
Avenida Juárez
Alameda
Ciudadela
Cuauhtémoc
Colón
Carlos V
S. Fernando
S. Hipólito
Hospital
S. Diego
S. Juan de la Penitencia
Belén de los Padres
Romita
Piedad
Campo Florido
Chapultepec
Wagner & Debes' Geogr. Estab.t Leipzig

MÉXICO
1: 20.000
0 100 200 300 400 500 600 Metros
0 400 800 1200 1600 2000 Feet
E
F
G
1
2
3
4
5
Sta Ana
C. del Ferro carril
C. del Sapallito
C. de la Viña de la Luna
C. del Pensamiento
C. Ratón
Atlixcayna
Salitrero
C. del Carrero
C. del Tepozan
F.C. de Hidalgo y Nordeste
Granadillas
C. de Vazquez
Pl. de la Lagunilla
Sta María la Redonda
Pl. del Jardin
C. de Tenerías
C. de los Parados
El Carmen
Sta Catarina Martir
Pl. del Carmen
C. del Apartado
Pl. de Concepcion
Esc. de Artes
La Concepcion
Pl. de la Amargura
Pta Falsa de Sto Domo
Casa de Moneda
Las Moras
Las Rejas
S. Sebast.
Pl. de S. Sebast.
Circo Teatro Orrin
S. Domingo
Cerca de Sto Domo
Cerca de Medinas
Cerca de Chicuantla
Cerca del Pte del Cuervo
Teatro Renacim.
Teatro Hurbide
Cerca de Sto Domo
Corr. Domingues
La Encarnacion
Cerca del Carril de Sena
S. Pedro y S. Pablo
Loreto
Teatro Nacional
Esc. de Ingen.
Sta Clara
Telegr.
Monte de Piedad
La Enseñanza
Cerca de Montealegre
Cerca de Chavarria
Pl. de Loreto
Sta Teresa la Nueva
Sta Teresa la Ant.
Catedral
Sagrario
Correos
Sta Inés
Sta Clara
Sto Francisco
Profesa
Pl. de la Constitucion
Palacio Nacional
Museo
Esc. de Bellas Artes
La Sauz
Trinidad
Teatro Principal
Banco Nacion
Banco Central
Pal. Municipal
Merc. Volador
Conserv. de Musica
Jesús María
S. Bernardo
Cocli
Salvatierra
Merced
Pl. de Palomares
Vizcainas
Teatro Arbeu
Regina
Jesus
S. José de Gracia
S. Camilo
Sta Tomas la Palma
Salto del Agua
S. Jerónimo
S. Miguel
Pl. de Pablo
S. Pablo
Monserrate
Hosp. Juarez
S. Salvador el Seco
Pl. del Arbol
Merc. Rastro
Hosp. Militar
S. Salvador el Verde
S. Lucas
Tlaxcoaque
F.C. Xico y S. Rafael

Protestant Churches. Services in English are held at Calle de Gante 5 (Meth. Epis., 10.15 a.m. and 8 p.m.), *Christ Church*, Fourth Calle de la Providencia 5 (Epis., 11 a.m. and 8 p.m.), and *Union Church*, Premiera Humboldt 608 (11 a.m. and 8 p.m.).

Mexico (7400 ft.), the capital and by far the largest city of the Mexican Republic, lies in the centre of the Valley of Mexico, in part of the former bed of Lake Texcoco. It contains (1900) 344,721 inhab., chiefly full-blooded Indians or mestizoes, and including over 5000 natives of the United States and Great Britain. The streets are generally wide and electrically lighted, but most of them are badly paved and not very clean. Most of the buildings are of stone, and several of the public edifices are very handsome. The public squares and gardens and the residential suburbs are very attractive. The climate is equable (50-70° Fahr.).

The Spanish city of Mexico was founded in 1522 on the site of the ancient Aztec *Tenochtitlan*, the population of which is placed by tradition at from 300,000 to 500,000. Its growth has been steady and rapid. In 1600 it contained 15,000 inhab., in 1746 it had 90,000, and in 1800 it had about 120,000. The commerce of the city is mainly in transit. Its manufactures include cigars and cigarettes, gold and silver work, pottery, feather work, saddlery, paper, religious pictures, hats, and beer. Numerous attempts have been made at various epochs to drain the valley of Mexico (comp. p. 617), but none of these proved successful until the completion in 1898 of the great *Drainage Canal*, constructed at a cost of $10,000,000. It is 30 M. long and crosses the mountains by a tunnel 6 M. in length. Its width at the top varies from 45 ft. to 168 ft. The canal is crossed by numerous bridges of stone and iron.

The ***Cathedral** (*Church of the Asuncion de Maria Santisima;* Pl. F, 3) stands on the N. side of the Plaza de la Constitución or Plaza Mayor, 5-10 min. walk from the Sanz and other chief hotels. This edifice, which occupies the site of the chief Aztec temple *(Teocalli)*, was begun in 1573 and finally dedicated in 1667. The towers, 218 ft. high, were not completed till 1791. It is 425 ft. long (from N. to S.), 200 ft. wide, and 180 ft. high. In style it is similar to the Spanish Renaissance edifices of the same period.

The **Interior**, which is in the Doric style with traces of Gothic, has an imposing effect in spite of its huge and incongruous modern altars and the wooden flooring. The fine *Dome* is adorned with paintings. The *Choir* occupies the centre of the church and has richly carved stalls. The aisles are adjoined by rows of chapels, the most interesting of which are the *Capilla San Felipe de Jesus*, with the tomb of the Emp. Iturbide, the *Cap. de las Reliquias*, with paintings of martyrs by Juan de Herrera, and the *Cap. San Pedro*. The *Sacristy* and the *Chapter House* also contain interesting paintings. The heads of Hidalgo, Allende, Jimenez, and Aldama (comp. p. 613) are interred below the *Altar de los Reyes*, in the apse. — The visitor should not fail to ascend one of the towers for the sake of the ***View of the city** (fee 25 c).

On the E. the Cathedral is adjoined by the ***Sagrario Metropolitano** (Pl. F, 3), the first parish-church of the city, dating in its present form from 1749-69 and restored in 1858. It is in the florid style named after the Spanish architect Churriguera (close of 17th cent.). — In front of the Sagrario is the *Martinez Monument*, showing the geographical position of the city, the varying levels of Lake Texcoco, etc.

The centre of the Plaza de la Constitución (Pl. F, 3, 4) is occupied by the pretty Zocalo Garden, where a band generally plays in the evening. Almost all the electric lines start in this square.

On the E. side of the Plaza Mayor stands the huge **Palacio Nacional** (Pl. F, 3, 4), 675 ft. long, containing many of the governmental offices (interior open to visitors). The chief points of interest are the large *Hall of the Ambassadors* (with portraits of Mexican celebrities) and the *Senate Room.* — On the S. side of the Plaza are the *Palacio Municipal* (Pl. F, 4) or *Pal. del Ayuntamiento*, the *City Hall* (formerly called *La Diputación*), and the *Portal de las Flores* (shops). On the W. side are the *Portales Mercaderes.* — To the S.E. of the Plaza is the chief **Market* (*Mercado Velador;* Pl. F, 4) of the city.

Behind the Palacio Nacional and entered from the Calle de Moneda is the **National Museum** (Pl. F, 3; open daily, exc. Sat., 10-1).

The most valuable and interesting collections are the **Mexican Antiquities* (from Yucatan, etc.), including the famous *Aztec Sacrificial Stone*, the **Aztec Calendar*, and the image of *Huitzilopochtli*. The *Historical Collections* are also of interest. See Catalogue (Engl. trans. by *W. W. Blake*).

A little farther to the E., in the Calle de la Academia No. 208, is the **Academy of San Carlos** (Pl. G, 3, 4), the *Museum of Fine Arts* (open 9-12 and 1-5), with good Italian and Flemish paintings and interesting collections of old and modern Mexican works (**Las Casas* protecting the Indians, by *Felix Parra*, etc.).

The Calle de Plateros (Pl. E, F, 3), forming with its prolongation the Calle de San Francisco (Pl. E, 3), the principal business-street of the city, leads to the W. from the Plaza de la Constitución to ($1/2$ M.) the **Alameda** (Pl. C, D, 3), a beautiful public garden, with fine beeches and a great variety of flowering trees and shrubs (band and fashionable promenade on Sun. and Thurs). — The Avenida del Cinco de Mayo (Pl. E, 3), running parallel with the Calle de San Francisco on the N., is also a fine street. It ends on the W. at the Alameda.

A little to the S.E. of the Buena Vista stations (p. 617) and adjoining the *Guerrero Garden* (with monument) is the *Church of San Fernando* (Pl. C, 2), the interesting cemetery attached to which contains the graves of Juarez (fine monument), Miramon (p. 617), Mejia (p. 617), Zaragossa, Guerrero, Comonfort, and other eminent Mexicans.

Among the numerous other interesting buildings in the city, of which but a scanty selection can be named here, are the **Biblioteca Nacional** (Pl. E. 4; 6'0,000 vols.; open 10-5 and 6-9. Sun. 9-12), in the Calle St. Agustin, a little to the S.W. of the Plaza de la Constitución; the *Casa de Moneda* (Mint; Pl. G, 2), in the Calle de Apartado; the **Mineria* or *Escuela de Ingenieros* (School of Mines; Pl. E, 3), in the Calle de San Andres (29-51; enormous meteorites in the court and portico); the *House of Congress* (Pl. E, 3), in the former Teatro Iturbide, at the corner of the Calle Primera del Factor and the Calle de la Canoa (large new *Palacio Legislativo* being erected to the W.; Pl. E, 3); the *Technological Industrial Museum*, with samples of the crude products and manufactures of Mexico; the *Church of Santo Domingo* (Pl. F, 2), in the plaza of the same name, a little to the N. of the Cathedral; the *School of Medicine* (Pl. F, 2), opposite the last, occupied by the Inquisition for 250 years; the *Conservatory of Music* (Pl. F, 4),

in the Calle del Universita; the huge *City Hospital* (Pl. C, 2); the *Prison*; the *Church of La Santisima* (Pl. G, 3), with its finely carved façade, ¼ M. to the E. of the Cathedral; and numerous other churches and charitable institutions.

The fashionable drive of the Mexicans is the beautiful *Paseo de la Reforma (Pl. C, B, A, 3, 4), which begins near the Alameda and runs to the S.W. to (2 M.) Chapultepec (see below; band on Thurs. and Sun., 4-6). At the entrance is an equestrian statue of Charles IV. (Pl. C, 3); and the 'Glorietas', or circles (400 ft. in diameter), which occur at frequent intervals farther on, are adorned with monuments to *Columbus*, *Guatemotzin* or *Guauhtemoc* (the last Indian Emperor), *Juarez*, *Friar Servando Teresa de Mier*, *Gen. Juan Zuazua*, etc. The Paseo commands fine views of Popocatepetl and Ixtaccihuatl (p. 622). At the end of it is a small park with a collection of native animals.

Environs of Mexico.

The chief point of interest in the immediate neighbourhood of the City of Mexico is the ***Palace of Chapultepec**, finely situated on a rocky hill at the end of the Paseo de la Reforma (see above; also reached by the Tacubaya tramway from the Plaza de la Constitución, 10 c.). Orders of admission (free) may be obtained at from the Governor of the Palacio Nacional (p. 620). The present building, which occupies the site of Montezuma's Palace, dates from 1783-85, with later additions. It is occupied by President Diaz and by the National Military School (320 cadets). The fine old cypresses in the grove surrounding the palace *(Cupressus disticha)* reach a height of 120 ft. and a girth of 30-40 ft. A monument commemorates the cadets who fell in the defence of the palace against the Americans in 1847. Beyond the hill is the battlefield of *Molino del Rey* (Sept. 8th, 1847). The *View from the ramparts includes the city and valley of Mexico, with Popocatapetl and Ixtaccihuatl in the background. — From Chapultepec the excursion may be extended (electric railway; 1¼ M.) to *Tacubaya* (37,050 inhab.), with the National Observatory, two churches, a secularised convent, and beautiful private *Gardens.

About 2¼ M. to the N. of the city (electric railway from the Plaza de la Constitución; 10 c.) is **Guadalupe Hidalgo**, with the sanctuary of the Virgin of Guadalupe, the patron-saint of Mexico and more especially of the Indians. The Virgin is believed to have appeared to an Indian, Juan Diego, in 1531, on the adjoining hill of Tepeyacac. At the foot of the hill is the large church of *Nuestra Señora de Guadalupe*, completed in 1709, containing a miraculous picture of the Virgin, imprinted on Diego's *tilma* (blanket). At the top of the hill is the *Capilla del Cerrito*, and close by is another chapel, covering a holy (chalybeate) spring. The singular monument on the hill was erected by a grateful seaman.

The curious *Chinampas or *Floating Gardens*, near the villages of (2 M.) *Santa Anita* and (3 M.) *Ixtacalco*, are reached by the **Viga Canal**, leading to the S. from the city (electric railway from the Plaza to the Canal 6 c.; boat to Santa Anita and back about $ ¾-1, to Ixtacalco $ 2). This is a highly interesting trip and should be made at least as far as Santa Anita (most varied life seen on Sun.). The boats are a kind of rude parody of the Venetian gondola. The 'floating gardens' are now small pieces of ground separated by narrow canals and used for growing vegetables. The canal ends at (8 M.) the *Lago de Xochimilco*.

At *Peyotla*, 2½ M. to the W. of the city (electric railway from the Plaza; 12 c.), is the famous ***Arbol de la Noche Triste**, or *Tree of the Dismal Night*, under which Cortes is said to have wept on the night of the expulsion of the Spaniards from Mexico (July 1st, 1520). It is a kind of cypress (see above). The road to it passes the *Tlaxpana Aqueduct*. The car goes on to *Tacuba* and (2½ M. farther) *Atzcapotzalco* (20 c.).

Electric railway excursions may also be made to *Dolores*, *Mixcoac*, *Coyoxcan*, *La Piedad*, *San Angel*, *Tialpam*, to the S.W. and S. of Mexico, and other points.

The two magnificent snow-capped volcanoes of **Popocatepetl** (17,780 ft.) and **Ixtaccihuatl** ('Istaciwatl'; 16,060 ft.) are conspicuous features in the environment of Mexico. The former is ascended from *Amecameca* (Hotel Hispano-Americano), a village of 8180 inhab., on its slope, which is reached by the *Interoceanic Railway* (36 M., in about 2 hrs.) or by the *Xico & San Rafael Railway* (42 M., in 2½-3½ hrs.); but the ascent is arduous and should not be attempted except by experienced mountaineers in good condition. Guides and horses may be obtained in Amecameca, but the bulk of the provisions should be brought from Mexico. Rope and ice-axes (which however, are not to be had in Mexico) are also extremely useful. The trip takes 2-3 days and costs about $ 40 for a single traveller and $ 25 for each member of a party. From Amecameca we ride in 6-7 hrs to the ranch of *Flamacas*, where the night is spent. A ride of 1½ hr. more brings us to the snow-line. Thence we proceed on foot over cinders and snowfields to the steep slope of névé stretching to the summit. In 7-8 hrs. from Flamacas we reach the ice-sheathed Crater, 1540 yds. in diameter, from the 'solfatare' of which clouds of vapour perpetually ascend. — The ascent of Ixtaccihuatl, which is considerably harder, is also made from Amecameca.

Beyond Amecameca the *Interoceanic Railway* goes on to (84 M. from Mexico) *Cuautla* (Sanatorium), an interesting old town and favourite health-resort, with natural hot sulphur baths, and (134 M.) *Puente de Ixtla*, also a station on the Cuernavaca-Pacifico Railway (see below).

From Mexico to Cuernavaca, 75 M., *Mexican Central Railway* in 4½ hrs. This line passes through some charming scenery, and the trip is well worth making. — 8 M. *Tacubaya* (p. 621). From (18 M.) *Contreras* the train ascends rapidly along the mountain-side. Beyond (28 M.) *Ajusco* we pass through a great cut (magnificent retrospect) and reach the vast forest of the *Monte de Huitzilac*. At (38 M.) *La Cima* (9900 ft.) we reach the culminating point of the line and begin the descent, enjoying numerous fine views. 47 M. *Tres Marias*. — 75 M. **Cuernavaca** (*Hot. Morelos*, $ 3-5; *Bella Vista*) is an interesting old town of (1900) 9574 inhab., the capital of the state of *Morelos*, with the *Palace of Cortez* (now the police-station), a church of 1529 (with an old clock given to Cortez by Charles IV.), the *Villa of Maximilian*, and the beautiful garden of *La Borda*, once the favourite resort of the Empress Charlotte. The town has numerous sugar-refineries. In the vicinity are the Aztec temple-pyramid of *Tepotzlan* and the extensive ruins of *Xochicalco*. — Beyond Cuernavaca the railway goes on to (111 M.) *Puente de Ixtla* (terminus of the Interoceanic Railway above mentioned), *Iguala* (147 M.; 7403 inhab.), and (181 M.) *Balsas*, whence it is to be prolonged to *Sihuatanejo* and to *Acapulco*, both on the Pacific Ocean.

From Mexico to Pachuca, 61 M., *Central Railway* in 2½ hrs. — 50 M. *Tellez*, the junction of a railway to (103 M. from Mexico) *Apulco*. — 61 M. *Pachuca*, the capital of the *State of Hidalgo*, with (1900) 37,487 inhabitants. Here, and at the neighbouring *Real del Monte* (10,000 inhab.) are important silver and iron mines. — Pachuca may also be reached from Mexico by the Hidalgo & N.E. Railway (69 M., in 3 hrs.) viâ (16 M.) *Tepa;* and it is also connected by railway with *Tulancingo*, *Tortugas*, *Tula* (p. 617), *Irolo* (p. 623), and *Ometusco* (p. 623).

Other excursions by railway may be made to *Tercoco* (see p. 625); to *Toluca* (see p. 611); to *Orizaba*, *Cordoba*, or *Paso del Macho* (see p. 624); to *San Juan Teotihuacan* (p. 623); to *Puebla* (p. 625); to *Oaxaca* (p. 626), etc.

From Mexico to *El Paso*, see R. 108; to *Laredo*, see R. 106; to *Eagle Pass*, see R. 109; to *Vera Cruz*, see R. 110.

110. From the City of Mexico to Vera Cruz.

a. Viâ Apizaco and Orizaba.

264 M. Mexican Railway (*Ferrocarril Mexicano*) in 11½-12 hrs. (fare $7.20, gold; return-fare $12.25, with return by the Interoceanic Railway $13.25). Only 33 lbs. of luggage are allowed free on this railway.

Visitors to Mexico should at least make a trip over this railway as far as Orizaba or Paso del Macho for the sake of the magnificent scenery in the descent from the Mexican Plateau to the coast-level. Views to the right.

City of Mexico, see p. 617. The train ascends to the N.E., passing the new *Custom House* (right), *Guadalupe* (p. 621; left), and *Lake Texcoco* (right), and farther on crosses immense plantations of 'maguey' (see p. 617). Popocatepetl and Ixtaccihuatl are seen to the S. — 28 M. *San Juan Teotihuacan*, with two interesting 'Teocallis', or pyramids, dedicated to the Sun and Moon and believed to antedate the Toltecs (seen to the left, about 2 M. from the railway). The former is 180 ft. high, with a base measuring 680 ft.; the other is smaller. — 35 M. *Otumba* was the scene of a crucial battle between the Spaniards and Aztecs (July 8th, 1520). 42 M. *Ometusco*, the junction of a line to (28 M.) *Pachuca* (p. 622). 48 M. *Irolo* (8045 ft.; branch-line to *Pachuca*, p. 622) and (58 M.) *Apam* are two of the chief centres of the trade in 'pulque' (p. 617). Beyond Apam we pass from the *State of Hidalgo* to that of *Tlaxcala*. Near (77 M.) *Guadalupe* (8330 ft.) Mt. Orizaba and the Malintzi are visible to the S.E. — 87 M. *Apizaco* (Rail. Restaurant) is the junction of a branch-line to Puebla.

From Apizaco to Puebla, 30 M., railway in 1½ hr. — Good views are obtained of the *Malintzi* (13,460 ft.; left) and, in clear weather, of Popocatepetl, Ixtaccihuatl, and Orizaba. From (10 M.) *Santa Ana* we may make an excursion by tramway to (5 M.) the ancient city of *Tlaxcala*, capital of the state of the same name, with (1900) 2715 inhab., interesting churches, relics of Cortez and other early Spaniards (in the Casa Municipal), etc. — Beyond (23 M.) *Panzacola* the pyramid of *Cholula* (p. 625) is seen to the right. — 30 M. *Puebla* (see p. 625).

At (103 M.) *Huamanatla* (6000 inhab.) the railway reaches its highest point (8162 ft.). — 137 M. *San Andres* is the starting-point for the difficult ascent of ***Mt. Orizaba** or **Citlatepetl** (18,245 ft.), now ascertained to be the highest mountain in Mexico and probably second to Mts. McKinley and Logan only among the peaks of N. America (comp. p. 607).

The ascent is difficult and exhausting. From San Andres a tram-car drawn by mules (the descent is made by gravity) runs in 1 hr. to (6 M.) *Chalchicomula* (inn), a picturesque village, with a fine Renaissance church, situated on the W. side of the mountain. Hence, riding first through fields of agave and grain, then for several hours through forest, we reach (in about 9 hrs.) the saddle between the Orizaba and the Sierra Negra. The night is spent here in a sheltered ravine. The climb from this point to the summit takes 6-9 hrs. according to the state of the snow. For the first hour or two, it is still possible to ride; but the rest of the way has to be done on foot, over grass, debris, and snow. The highest point on the edge of the crater is indicated by a cross. Popocatepetl and Ixtaccihuatl are seen due W., the Malintzi to the N.W., the town of Orizaba far below, and, in clear weather, the Gulf of Mexico to the E.

From (152 M.) *Esperanza* (7980 ft.; Rail. Restaurant) a branch-

line runs to (31 M.) *Tehuacan*, on the railway from Puebla to Oaxaca (p. 626). — Here begins a very rapid descent, to surmount which trains coming in the reverse direction require the aid of double-headed Fairlie locomotives. The scenery on this portion of the line is very grand, and its engineering is very remarkable. The vegetation becomes of tropical richness as we near the *tierra caliente*, or hot lands of the coast, including orange, lime, citron, banana, and pomegranate trees, sugar cane, palms, coffee plants, and a great variety of brilliant flowering trees and shrubs. — Beyond (156 M.) *Boca del Monte* (7925 ft.), where we look down into the valley 3000 ft. below us (right), the train runs along a terrace on the mountain-side, threading several tunnels and crossing several bridges. 166 M. *La Bota.* At (169 M.) *Maltrata* (5550 ft.) we reach the smiling valley of *La Joya.* A little farther on we pass the wild gorge named the **Barranca del Infiernillo* ('Little Hell'), with the *Aroyo de Maltrata* 600 ft. below us. Near Orizaba we round the *Cerro del Borrego*, where a small French force repulsed a large number of Mexicans in 1862. — 182 M. **Orizaba** (4090 ft.; *Francia; La Borda, Diligencias*, $2; *Restaurant* at the station, good native beer), a quaint little town of 33,539 inhab., lies in a valley surrounded by mountains and contains some interesting churches, with numerous examples of the work of the local painter *Barranco.* Excellent fruit may be bought here very cheaply. The reed-thatched huts of this region are thoroughly tropical looking. An excursion may be made by carriage or on horseback to the waterfall of the *Rincon Grande.* — Beyond Orizaba we cross the fine **Ravine of the Metlac* by a bridge 92 ft. high, and other bridges and tunnels are passed (good engineering). 193 M. *Fortin.* — 198 M. *Córdoba* (2710 ft.; fine fruit), with 8736 inhabitants.

From Cordoba to Santa Lucrecia, 2 3 M., *Vera Cruz & Pacific Railway.* The one daily train reaches Perez in 11¼ hrs., halts there for the night, and goes on next day to (6½ hrs.) Santa Lucrecia. — 30 M. *Tezonapa;* 38 M. *Acultan;* 58 M. *Tierra Blanca*, the terminus of a branch from (62 M.) Vera Cruz.; 124 M. *Perez* (see above). — 203 M. *Santa Lucrecia.*

Santa Lucrecia is also a station on the *Tehuantepec National Railway* over the Isthmus of Tehuantepec (193 M., in 12½ hrs.). The line begins at *Coatzacoalcos*, on the Gulf of Mexico. 54 M. *Juile;* 79 M. *Santa Lucrecia* (see above); 103 M. *Palomares;* 125 M. *Rincon Antonio;* 162 M. *San Geronimo;* 180 M. *Tehuantepec*, a town of 10,386 inhab.; 193 M. *Salina Cruz*, on the Pacific Ocean.

210 M. *Atoyac* (1510 ft.). A little farther on are the **Falls of the Atoyac.* 216 M. *Paso del Macho* (1500 ft.).

Beyond this point the scenery is uninteresting, and this may be made the turning-point for those who do not intend to take ship at Vera Cruz. Near (238 M.) *Soledad* we cross the *Jamapa* by a long bridge. 254 M. *Tejeria.*

264 M. **Vera Cruz** *(Diligencias*, $2½; *Hotel de Mexico*, $2; U. S. Con., *W. W. Canada)*, a seaport on the *Gulf of Mexico*, with (1900) 24,085 inhab. and a good harbour, lies in a dreary sandy plain and contains comparatively little of interest to the tourist. The climate is hot and very unhealthy in summer.

Steamers ply regularly from Vera Cruz to New York, New Orleans, Galveston, and other American ports; and good sailors may prefer one of these routes in entering or leaving Mexico.

b. Viâ Puebla and Jalapa.

340 M. Interoceanic Railway (*Ferrocarril Interoceanico*) in 22 hrs. (fares as above).

Mexico, see p. 617. The railway follows the line to Amecameca (p. 622) to the S.W., along the S. shore of *Lake Texcoco*, as far as (11 M.) *Los Reyes*, and then turns to the N. — 39 M. *Texcoco*, on the site of the ancient town of *Chilkemeke*, with Aztec remains. — 44 M. *Otumba* (p. 623); 56 M. *Irolo* (p. 623).

129 M. **Puebla** (7200 ft.; *Diligencias*, *Universal*, $ 2; U. S. Con. Agent, *Mr. William Headen*), the capital of the state of the same name, with (1900) 98,191 inhab., was founded in 1531 and is one of the most attractive cities in the country. The use of glazed and coloured tiles in external and internal decoration is a characteristic feature. Its most interesting products for tourists are the articles made of Mexican onyx, baskets and mats of coloured straw, and pottery. The *Cathedral, dating from the middle of the 17th cent., with later additions, is scarcely inferior to that of Mexico in size and importance, while its interior is more richly decorated. It is in the Spanish Renaissance style, with a central dome, barrel vaulting, and two lofty towers (view). Among the points of interest in the interior are the onyx decorations, the marquetry work, the paintings, the tapestry, the altars, and the organ-cases. — Other interesting churches are those of *San Francisco*, *La Compania*, and *Nuestra Señora del Carmen*. — Near the railway station is a large new *Penitentiary*. — A monument has been erected to the victims of the war of 1862-3 (see below). — The **Paseo* along the *Rio Atoyac* affords a pleasant walk. — A visit should be paid to *Fort Guadalupe*, on the hill where took place the famous battle of the Cinco de Mayo (1862). The fort commands a splendid **View, including Mts. Popocatepetl, Ixtaccihuatl, Orizaba, and Malintzi.

About 8 M. to the W. of Puebla (railway) is *Cholula* (6910 ft.; 7000 inhab.), with some interesting churches and the famous *Pyramid of Cholula, an artificial mound of sun-dried brick and clay, 204 ft. high, with a base about 1000 ft. square (approximately). It is built in terraces, three of which are distinctly recognizable. The top, consisting of a platform 165 ft. square, crowned by the *Church of the Virgin de los Remedios*, is reached by a winding stone-paved road, ending in a flight of steps. The *View is very fine. The construction of the pyramid is ascribed to the Olmecs or Toltecs, but its date and purpose are obscure.

From Puebla to Oaxaca. 228 M., *Mexican Southern Railway (Ferrocarril Mexicano del Sur)* in 13 hrs. (one train daily in each direction; return-fare $ 15, from Mexico City $ 20.50; tickets available for 30 days). This line traverses one of the finest districts in Mexico, the greater portion lying amid tropical scenery, though the termini are both in the temperate zone. — 11 M. *Amozoc* is the highest point on the line (7500 ft.). Beyond a beautiful valley affording glimpses of *Malintzi* and other volcanoes and commanding a distant view of Popocatepetl (p. 622), the organ-cactus trees become a prominent feature, and the prickly pear, mesquite, huisache, and

lechuguilla gradually give place to date-palms and plantains. — 79 M. *Tehuacan* (several hotels), a beautifully situated and frequented resort, with 7395 inhab., has mineral springs and baths resembling those of Carlsbad. A branch-railway runs hence to (31 M.) *Esperanza* (p. 623). — At (112 M.) *Venta Salada* the first sugar-cane plantations are reached. 121 M. *San Antonio.* The train now enters the savage *Cuez Cañon*, rivalling the cañons of Colorado. 146 M. *Quiotepec* is the lowest point on the line (1650 ft.); and at (159 M.) *Tomellin* (dinner station) begins the steep ascent. We mount through the rapidly changing vegetation of the beautiful *Tomellin Cañon*, and at (200 M.) *Las Sedas* (6200 ft.) find ourselves amongst pine-woods. — 228 M. **Oaxaca** (pron. 'Wahaka'; several hotels), an ancient historical city with (1900) 35,049 inhab., is one of the most flourishing in Mexico. It was the birthplace of Presidents Juarez (1806-72; monument) and Porfirio Diaz (1830). Carriages and horses may be obtained here for numerous excursions in the vicinity, including those to (20 M.) the celebrated ruins of *Mitla* (good accommodation at a hacienda) and to *Monte Alban.* Cortez took the title of Duke of Oaxaca from this valley. — Beyond Oaxaca the railway proceeds to the S., viâ (24 M.) *Ocotlan*, to (31 M.) *Ejutla.*

From Puebla to Tlancualpican, 77 M., *Interoceanic Railway* in 5¾ hrs. — 28 M. *Atlixco*; 52 M. *Matamoros* (not to be confounded with the place named at p. 613). — 77 M. *Tlancualpican.*

163 M. *San Marcos* (p. 592), the junction of the Mexican Railway. — From (181 M.) *Virreyes* a branch-line runs to the N.E. to (50 M.) *Texiutlan*, with copper-mines. — Beyond (210 M.) *Perote* we skirt the N. side of the *Cofre de Perote*, passing great fields of lava.

258 M. **Jalapa** (4395 ft.; **Gran Hotel; Mexicano*, $ 2), a quaint old city with (1900) 20,388 inhab., beautifully situated among the mountains, is the capital of the *State of Vera Cruz* and, perhaps, the most charming summer-resort in Mexico, with a cool and refreshing climate. Many delightful excursions can be made from it. Jalap derives its name from this city. The women of Jalapa are distinguished for their beauty. — 340 M. **Vera Cruz,** see p. 624.

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